

Postal History Journal



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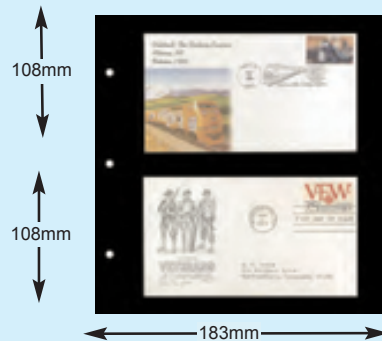
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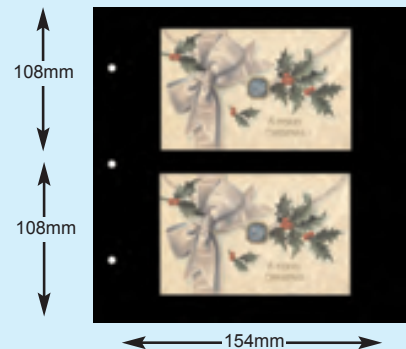
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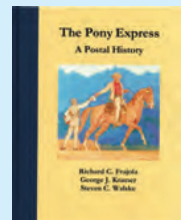
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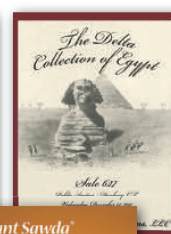
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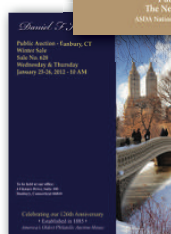
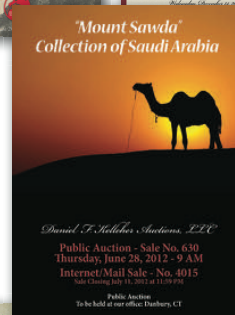
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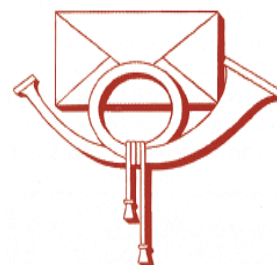
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Editors: Diane DeBlois & Robert Dalton Harris, P.O. Box 477, West Sand Lake NY 12196,
U.S.A. <agatherin@yahoo.com>

Editorial Board: Yamil H. Kouri; Roger P. Quinby; Stephen S. Washburne; &

U.S. Associate Editor: Kenneth Grant, E11960 Kessler Rd., Baraboo WI 53913 <kenneth.
grant@uwc.edu>

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Revisiting the Natchez Trace: Development of a Postal Route Paradigm for the United States

By Diane DeBlois & Robert Dalton Harris

Buffalo Tract to National Road

Natchez, above New Orleans on the Mississippi River, had become a strategic site before the Louisiana Purchase of 1803 charged the speculative geography of America, at the same time as it challenged the architecture of its postal system.¹ To look more closely, we start with the best book available in the Natchez Trace visitors' center at Tupelo, Mississippi.

The Natchez Trace, A Pictorial History, by James A. Crutchfield, Territorial Press, Franklin TN, 1985, revised 2011 ISBN 978-0-944275-15-3. 160 pages, perfect bound. 9 chapters + Bibliography + Index.

The Natchez Trace was first cut by the migration of big animals from the Mississippi River bottom to the upland prairies and salt licks of what is now central Tennessee and Kentucky. James A. Crutchfield's history is deeply cut, too: the National Park founded along this route eighty years ago features a post rider in its logo (Figure 1) which graces the front endpaper, but the mail doesn't arrive on the Trace until the seventh chapter.

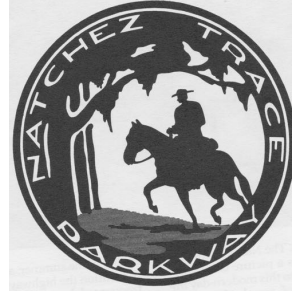


Figure 1: Why would a National Park have a post rider as its logo?

"The official emblem of the Natchez Trace Parkway is a silhouette of a post rider on horseback. The old Trace, during a great portion of its later use by Americans, served as a post road connecting Nashville and Natchez. As such, it was a vital communication link between the lower Mississippi valley and the settlements in the East."

Crutchfield gives his material nine chapters, each fronted with a topological abstract upon an outline map, accompanied by an overarching narrative of three pages, and another dozen pages given to illustrations - each image captioned with a careful reading.

1. **The Natural Setting.** The Trace, from Nashville on the Cumberland River, bears 450 miles southwestward across the central basin of Tennessee and the Tennessee River into northwestern Alabama and the prairie watershed of the Tombigbee River (which debouches to Mobile Bay). Transiting the red clay hills of central Mississippi, the Trace finally descends and cuts into the fertile loess hills of the Yazoo River valley and Mississippi bottom to Natchez.
2. **The Prehistoric Trace.** The topological features of this chapter's map show the archaeological sites bracketing the route. Indians had lived in the region perhaps 10,000 years with distinguishing cultural practices: paleo, archaic, woodland, - and climaxing with the Mississippian mound builders and traders, a most northern penetration of Aztec influence.

3. **Indian Trails.** Fragmentation of the Mississippian culture is represented by three 'historic' tribes that claimed land astride the Trace. From south to north: the Natchez, the Choctaw, and the Chickasaw, speaking the same language.
4. **European Contact in the South.** Given the Indian occupation of the land, the insurgence of settlers began with Europeans and ended with Anglo-Americans. Hernando De Soto, crossing the Trace on his way to discovering the Mississippi River in 1541, fought the Chickasaws. The earliest penetrations of the area of Natchez by France resulted in a trading post and then a fort. In 1729, the Natchez attacked the fort and the France retaliated with a massacre, scattering the survivors. Subsequently, in 1736 at Ackia the French, joined by Choctaws against their traditional enemies, were badly beaten by the Chickasaws, "proving to be the turning point of French influence in the Mississippi River valley." British occupation of a fort at Natchez was succeeded by the Spanish in 1781.
5. **American Settlement in the North.** Following the Revolutionary War, Americans disputed Spanish claims to the Natchez which was resolved by an evacuation by the Spanish in time for the formation of the Mississippi Territory in 1798. At the northern end of the Trace where a trading post had been abandoned in 1714, Nashville congealed in 1780 out of Transylvania, a huge purchase of Cherokee lands in 1775. Negotiations beginning in 1783 subsequently freed the land between the Cumberland and the Duck Rivers for White settlement.
6. **The Boatmen's Trail.** The new settlers in the Ohio, Cumberland, and Tennessee drainages rafted their goods to the Mississippi and down river markets in Natchez (Figure 2) and New Orleans. Swelling in numbers from the 1780s until the advent of steamboats, these boatmen walked back home, with as many of their lives and as much of their money as could survive the Natchez "under the hill" (Figure 3) and the vicissitudes of the way.

"King's Tavern, located at the beginning of the Natchez Trace, is one of the oldest structures still standing in Natchez. The land and building were granted to Prosper King by the Spanish authorities in 1789, and from that date until 1820 the property was operated as a tavern. The long journey up the Natchez Trace, with the dangers of outlaws, often led travelers to group together for protection, and King's Tavern was used as a gathering place for these individuals and parties ready to make the trip. The first United States mail ever delivered from Nashville to Natchez was first brought to King's Tavern for distribution to the town's citizens."

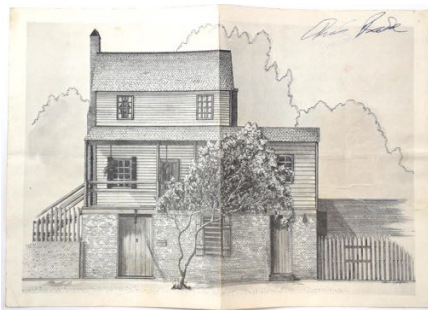


Figure 2: A landmark site, still in operation as a tavern in Natchez, honors the arrival of the first mail. Drawing of the building ("brick, heavy timbers fitted together with pegs, cypress clapboards, and poplar wood") by Carol (Crook) Levy as appearing on a current menu being sold on eBay.

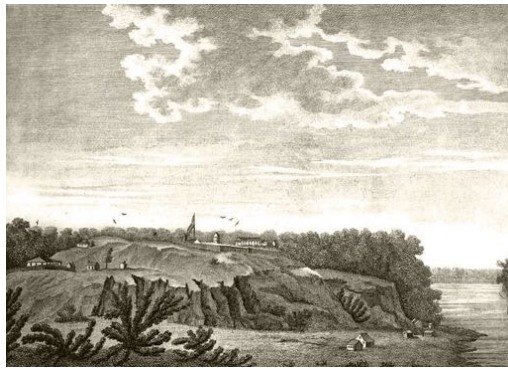


Figure 3: Crutchfield acknowledges Collot as the engraver of this illustration; the complete attribution being: "View of the Fort of the Natchez" from Georges Henri Victor Collot's Voyage dans l'Amérique Septentrionale, ou Description des pays arrosés par le Mississippi, l'Ohio, le Missouri. Originally published in 1796.

"Natchez, Mississippi was the leading town in what is now Mississippi during the days of the flatboatmen. It had grown considerably since the days when it consisted of only Fort Rosalie and a few houses scattered here and there. The entire Mississippi Territory, when it was organized in 1798, contained around 5000 people, the majority of whom lived in the Natchez District. Because of its premier standing in the region, Natchez was chosen as the first territorial capital, a position it maintained until the seat of government was removed to Washington in 1802. By the time this engraving was made in the late 1790s, Natchez was a good sized town."

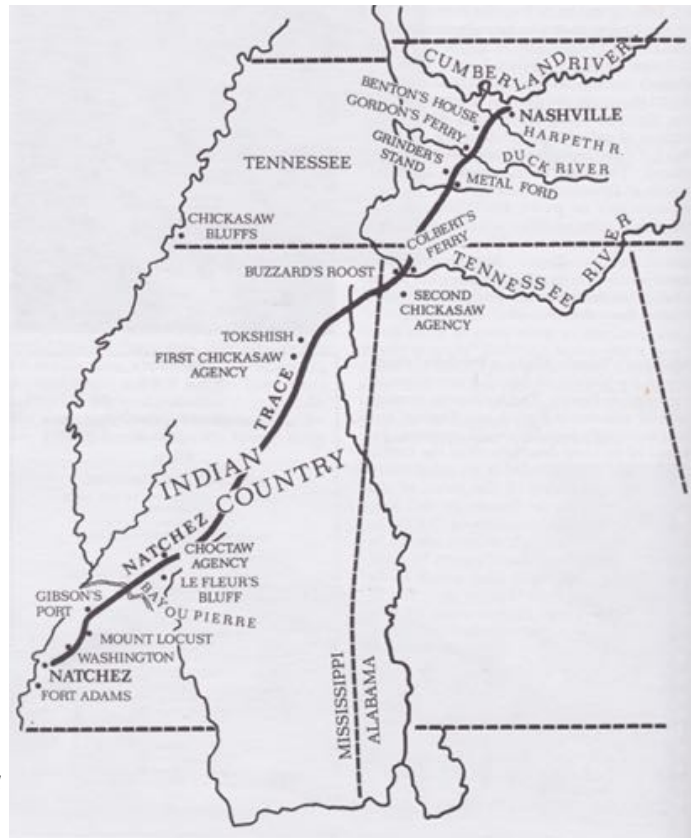


Figure 4:
A National
Road.

7. **A National Road.** Within the bounds of the Mississippi Territory in 1798, its capital Natchez was cornered upon the Mississippi River by the Choctaw and Chickasaw nations. Postal facilities were requested by the territorial governor and Congress granted a post road from Nashville, establishing a post office in 1800 at Natchez. Access to the Indians would require the complicity of the President and the War Department who managed affairs with these sovereign nations. In 1801, a post road connected Natchez to Fort Adams and the Postmaster General suggested to the Secretary of War that army troops should improve the Trace, “clearing out a waggon-road and in bridging the creeks and causewaying the swamps between Nashville and Natchez.” Whereupon, Choctaws and Chickasaws, in separate treaties that year, granted the United States authority to work upon the Trace, but without White settlement. Nonetheless, conspiracy abounded.

“James Wilkinson (1757-1825) was a transplanted Kentuckian who founded Frankfort, the capital of that state. While there, Wilkinson dabbled in land speculation, but by 1787 he had journeyed to New Orleans and had sworn allegiance to the Spanish crown. There he was given the exclusive rights to sell Kentucky produce. Returning to the United States Army in 1789, after an absence of several years, he became the ranking American general by 1797. Wilkinson was involved in the so-called ‘Spanish conspiracy,’ a scheme which advocated non-cooperation with the United States confederation by the newly formed western states, thereby leaving them independent to deal with Spain as they wished. It was probably Wilkinson and not Aaron Burr - whom history has branded a traitor - who was really the mastermind behind this Spanish intrigue of the late 1700s and early 1800s. Wilkinson was key figure in Natchez Trace history for his Spanish connections as well as for his command over the army at the time the improvements were made to the Trace, beginning in 1801.” Letter from the PMG to the Secretary of War: “It is no novel thing I believe to employ the military in clearing & in making causeways and bridges even in our own country: I believe it was frequently done during the late war. Moderate labour it is believed would tend no less to preserve the health & activity than the morals of the troops.”

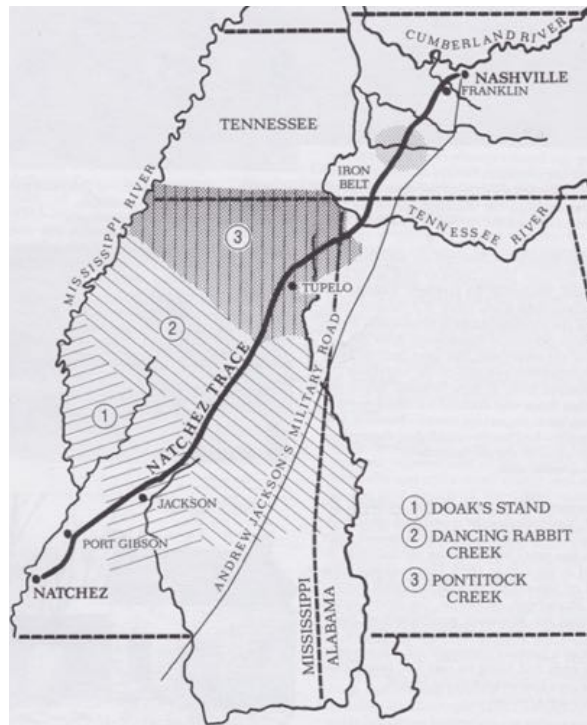
General James Wilkinson, in charge of the story, made clear his compounding interests in removing the Indians and speculating in land whatever his national allegiance: “This road being completed, I shall consider our southern extremity secured, the Indians in that quarter at our feet and adjacent province laid open to us.”

Work continued through 1803 with the improvement of 264 of the 450 miles. Troops were also garrisoned to protect travelers. With respect to the road work and its security, as assessed by the Natchez Parkway Survey in 1941, “the task was entirely too large in the first place” and “it is doubtful that they accomplished much in the way of reducing robberies, murders and other heinous crimes.”

8. **Years of Neglect.** The decline of the Trace began about 1812 when the first steamboat descended the Mississippi River and then posted itself between the ports of New Orleans and Natchez. As steamboating would finesse the Trace upon the rivers, Jackson’s Military Road, built in 1820, finessed it overland. “... the region which bordered the old thoroughfare lapsed into anonymity that was to last for more than a hundred years ... until a magazine article in 1905 triggered a national campaign

spearheaded by the D.A.R. and the Daughters of the War of 1812 to recover the Natchez Trace for the national memory.”

Figure 5: Three treaties ended Choctaw and Chickasaw tenure along the Trace.



“Natchez Trace - 1820-1840. After the demise of the Natchez Trace as a major thoroughfare, the old path fell into disrepair. ... Three Indian treaties - at Doak’s Stand on October 18, 1820; at Dancing Rabbit Creek on September 27 and 28, 1830; and at Pontitock Creek on October 20, 1832 - took the remaining lands of the Choctaws and Chickasaws and sent the two tribes to the region beyond the Mississippi River.”

9. **The Natchez Trace Parkway.** “Cotton Poverty” was common in rural Mississippi during the Great Depression: “much of the fine land that had supported countless Indians and not a few proud plantations now lay in deep erosion.” An Act of May 21, 1934, negotiated past opposition of the Department of the Interior, called for a survey to commence not only with engineering work but also with historical research. Construction, begun in 1935, designating the Parkway as an official unit of the National Park Service May 18, 1938.

Note: The *Natchez Trace Parkway Survey* - S Doc 148 (76-3) 26 Feb 1940 vi + 167 pp + charts & maps - has a bibliography, pp 153/167, revealing the depth of materials showing the collaboration of the Post Office Department and the War Department in the development of a National Road. Importantly, the map of the 1804 main post roads, taken from Paullin’s *Atlas of Historical Geography*, is itself based on Abraham Bradley Jr’s 1804 *Map of the United States Exhibiting the Post Roads* ... (see Figure 11)

Postal Historical Context

Academic scholars of the post office in the nation's history - economic (Wesley Everett Rich, *History of United States Post Office to 1829* ²) or political (Richard John, *Spreading the News* ³) - discuss the Natchez Trace. Local postal histories, notably Huber-Wagner's *Great Mail* ⁴ and Oakley's *Postal History of Mississippi* ⁵, provide the basis for assembling the detailed materials of postmasters, post offices, postmarks, and mail contracts. Two students of postal history, Koppersmith ⁶ and Meschter ⁷, have recently expanded on themes picked out by Richard John which to us combine to provide an important new understanding of the development of the postal system which would be sufficient for a continental network.

Rich read the Postmaster General's letter books into his account of the development of the Western mails before 1800. Zane's Trace proved crucial to northern mails as the Natchez Trace was to the southern mails. Together the Traces formed the preferred route from the old national capitol at Philadelphia to the new territorial capital of Mississippi at Natchez.

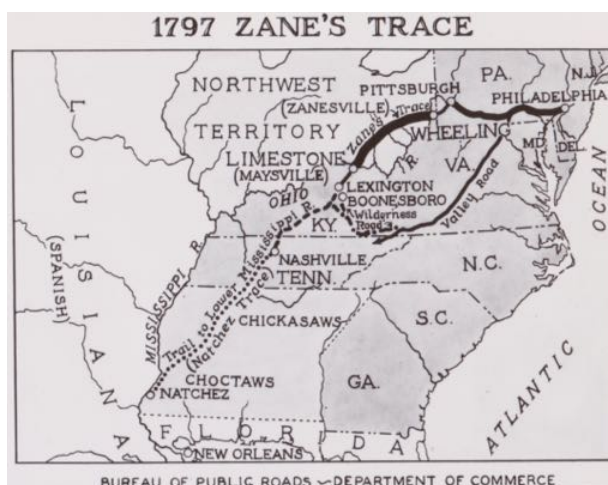


Figure 6: Fortescue Cuming's 1807 journey from Pittsburgh to New Orleans was described by Seymour Dunbar in *A History of Travel in America*, Indianapolis 1915. Page 331: "The Ohio section of the road, before being taken over by the state - a few years prior to Cuming's trip - was known as 'Zane's Trace.' It was laid out in part by the pioneer Zane in 1796, and for a few years thereafter was not available for wheeled vehicles. When Cuming went over it stage wagons were running regularly. The road crossed into Kentucky at Maysville, and was the principal overland route southward through Kentucky, Tennessee and all the lower Mississippi region to New Orleans." Colonel Ebenezer Zane received the first ever federal subsidy for building local roads. (History of Public Works in the United States 1776-1976, Chicago 1976 ed. Ellis L. Armstrong; map from *Historic American Highways volume 1*, U.S. Department of Commerce 1952.)

A major gaffe intrudes upon Rich's summary of the opening of the mails to the Mississippi Territory, where "Memphis" is named instead of Natchez as the new post office, a mistake propagated in some later scholarly texts. Since others may have avoided Rich altogether, we reproduce his account.

A post office had been established at Memphis [sic] in the Mississippi territory in 1800, and in 1801 the Indian agent in the Chickasaw Nation was informed by Postmaster General Habersham that a Deputy Postmaster had been appointed for the Chickasaw country, and that mails would be established between Nashville and Natchez. The schedule called for the rider to leave Nashville Sundays at nine in the morning, and to arrive at McIntosh's Station in the Chickasaw country the next Friday at eight o'clock; to leave there Sunday morning at five and arrive at Natchez the following Saturday at two o'clock in the afternoon; making the distance of 500 miles in about 13 days. In the same year Habersham sought the aid of the War Department in putting this route into operation. On the 4th of March he wrote to Dearborn, the Secretary of War, asking for soldiers to be used on the road to clear up swamps, and so on. He suggested that blockhouses be built at Hoolkey's Creek, half-way between Nashville and Natchez, where the riders could keep a spare horse, and also at the ferry over the Tennessee River by the mouth of the Occachoppe Creek. In 1801 the mails were put into fairly regular operation once in two weeks from Nashville to Natchez and from Natchez to Loftus Heights, on the boundary of Spanish territory.

With respect to the "aid of the War Department," Rich does not discuss the treaties that were necessary with the Choctaw and Chickasaw. He does, however, note that the Nashville to Natchez route was given weekly service in 1803, before an extensive treatment of the post-Louisiana Purchase developments upon other routes.⁸

The British Crown had regarded as a strategic asset a line of relays, operating regularly on a postal schedule with dispatches from both ends along the line of administrative centers of the Atlantic colonies. Congress, too, valued this strategic line of communication, since 1785 promoting stage coaches for the carriage of the mails. After a successful experiment in the Government management of a stage line between Philadelphia and Baltimore, Congress in 1802 asked the Postmaster General to investigate the possibility of a public line of mail stages all the way from Portland, Maine to Louisville, Georgia, 1424 miles. The PMG concluded that such a line could be supported by the fares of passengers between Portland and Petersburg, Virginia, observing that: "where we can count on four passengers one way and three back daily, daily mails can be run without expense to the government." South of Petersburg through North and South Carolina, the country would not supply enough passengers to support a stage line.

In general, the stage coaching industry was developed by tavern keepers, hostlers and stage coach proprietors. The practice was to run from early in the day, stopping to change horses and to refresh the passengers, and to stop at a tavern for the night. Postal schedules need not have accommodated such passengers but rather attracted those who would forgo the way expenses but would actually pay more for their passage to shorten the agonies of the journey.

Toward the end of the century, more night traveling became the rule, and the hours of rest grew shorter. In 1799, if speed were an object, a traveler could leave New York in the mail stage at 1:00 p.m. and be in Philadelphia by 7:00 a.m. the next day. The same schedule applied to a trip in the opposite direction.⁹

Averaging, thus, more than 6 miles an hour would mean mail stages overtaking regular stage lines averaging but 4 miles an hour. PMG Granger wished the mail stages to be granted right-of-way on the roads.¹⁰

The main mail of the United states, after the fifteenth day of next month, is to be transported with increased expedition. It would much facilitate its progress if all other carriages for the transportation of passengers were compelled to give the road to the mail coaches.

Perhaps, for that reason, mail coaches would be distinguished:

The body painted green, colors formed of Prussian blue and yellow ochre; carriage and wheels red lead mixed to approach vermilion as near as may be; octagon panel in the back, black; octagon blinds, green; elbow piece, or rail, front rail and back rail, red as above; on the doors, Roman capitals in patent yellow, "United States Mail Stage," and over these words a spread eagle of a size and color to suit.¹¹



Figure 7: Woodcut illustration of a stage coach, 1802 Annapolis and George-Town Mail Stage run by Henry Cook & Thomas Cookenderfer.¹²

Richard John, considering subsequent developments in mail contracting, regarded the "Government-owned stagecoach line" and "special military-style supply depots to facilitate the conveyance of the mail in parts of the country that were particularly thinly settled such as the Natchez Trace ..." as anomalies. Rather, he emphasized the establishment in 1800 "of a network of distribution centers to coordinate the movement of the mail" which he regards as "a key event in the making of the modern world."¹³

Daniel Meschter, in his long series of biographies of PMGs, particularly treated Joseph Habersham and his creation of the mail distribution system (see Figure 8).¹⁴ Key to the Natchez Trace was the naming of Nashville as a distributing post office. In reference to John's military depots, Van Koppersmith wrote an important article about a service in which the PMG established for three months - November 1803 through January 1804, in conjunction with a line of expresses between Natchez and New Orleans - an expedited schedule of mails serving from Washington DC by way of Wythe Court House and the Wilderness Trail into Nashville and then Natchez by way of the Trace. The PMG instructed:

The negotiations which we are now carrying on respecting New Orleans and Louisiana renders it necessary that the mail should be conveyed with all possible expedition between that and this city. Enclosed you have a copy of an arrangement which I have made for that purpose to commence on the 1st of November, by which you will observe that it is to be carried on this side Nashville at the rate of 100 miles in every 24 hours. This can doubtless be accomplished with regularity provided **the mail does not stop at night** and the contractor has a horse stationed at every thirty miles distance so that one horse need never travel farther than 30 miles at one time. I hope you will do what is necessary to facilitate the expedition and should any accident happen to be contractor or rider, provide expresses or otherwise as there may be occasion to prevent a failure. [emphasis added]¹⁵

These instructions were sent to postmasters at Nashville, Wythe Court House, Charlottesville and Knoxville.

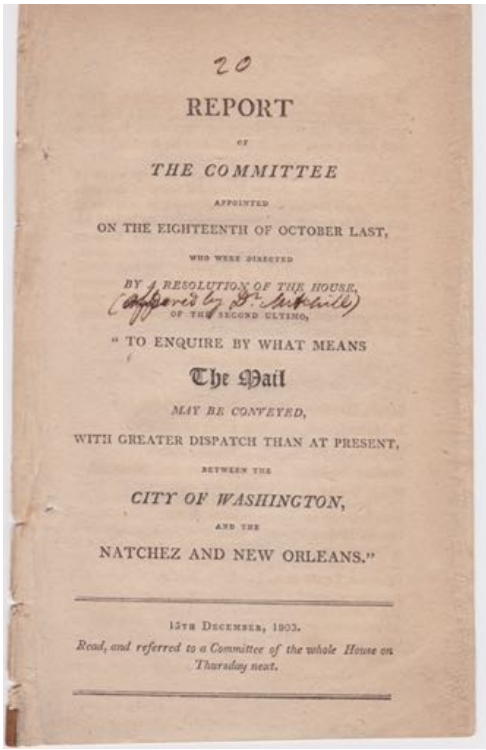
Figure 8: As can be seen from the map of distributing offices, Baltimore and Petersburg were the distribution centers closest to the Postmaster General in Washington D.C. That neither were addressed with these instructions confirms that the expedited mails proceeded from Washington by some route to Charlottesville (see also Figure 12).



Richard John tried to capture the idea of distribution with the figure of “hub and spoke.” But “hub and spoke” does not explicitly address the network of distributing post offices, neither does it adequately address the articulation of the mails altogether, typically a scheduled map of shuttles - shuttles in two modes: “farm to market,” A to B and back to A during the daylight hours, typically horseback; “universal traveler,” A to B in one day, B back to A the next, typically stage coach. Farm to market routes were short, less than 20 miles. Universal traveler routes could span 50 miles in a day. Day and night, 24 hours at 4 miles an hour, could total 100 miles; better roads and shorter stops, maybe 200 miles in 24 hours.

Undistributed, a letter wanders across a plan of routes to a destination. A mail sent or received could include letters whose combination of paths to diverse destinations, or from as many different points, would resemble a tree. Distributed, a letter begins and ends its journey as before, with a succession, in each case, of an average of two or three shuttles. True, at the beginning and end of their distributed journeys the letters may

Figure 9: **13th December 1803** - “That the late cession of Louisiana by France to the United States renders it an object of primary importance to have the nearest and most expeditious mode of communication established between the city of Washington and the city of New Orleans, the capital of that province; not only for the convenience of Government, but to accommodate the citizens of the several commercial towns in the union. That, at present, the mail is conveyed on a circuitous route from this place to Knoxville and Nashville, in Tennessee, and from thence, through the wilderness, by Natchez, to New Orleans - a distance of more than fifteen hundred miles.” In manuscript on the cover: “offered by Dr. Mitchill” - Samuel Latham Mitchill, Representative from New York, becoming Senator in 1804. [Authors’ collection]



A Statement exhibiting the number of Post Offices, the length of the Post Roads, the weekly and yearly transportation of the Mails, and the mode of transporting the same, at the several periods herein set forth, January 24, 1803.

The several periods referred to.	Number of offices.	Length of the post roads.	Weekly transportation of mails in carriages, furnished for the accommodation of travellers.	Weekly transportation of the mail in sulkies, or on horseback.	Amount of weekly transportation of the mails.	Amount of yearly transportation of the mails.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
March 3, 1793, -	195	5,643	8,567	7,762	16,329	845,468
March 3, 1797, -	529	14,226	14,902	19,708	34,610	1,799,720
March 3, 1801,*	957	21,840	24,490	34,380	58,870	3,057,964
Jan. 24, 1803,† -	1,283	24,458	30,172	37,228	67,400	3,504,800

* The principal increase of the post roads from March, 1797, to this period, was by virtue of an act passed at the first session of the sixth Congress. The increase, labor, and expenditure, commenced on the 1st October, 1800.

† In this estimate, the establishments of a weekly mail between Nashville and Natchez, and of three mails in a week in stages from Petersburg to Charleston, are included. The first goes into operation on the first day of February, 1803, the other on the 20th of the same month.

Figure 10: Chart included in State Paper 10. This shows the rapid expansion of the postal system from 1793 in terms of offices, and length of post routes - breaking the latter down into number of miles of weekly mail carried by stage coaches along with passengers compared with those of mails carried on horseback or in small sulkies. The Natchez Trace route from Nashville is included as a weekly mail in the estimate under miles on horseback, **January 24, 1803**.

converge to and diverge from the distribution centers but not so much upon spokes as upon the branchings of a tree. Such pick-up and delivery shuttles alone might serve efficiently between offices less than 200 miles apart. But for 1000 miles apart, with, say, 800 of those miles consumed by the spiffy mail coaches in five or six days, what could have been 20 days in transit, with distribution is reduced to ten. But such an acceleration of the mails is not only the result of the dramatic perfection of a line of relays with horses or mail coaches but is also, in the absence of a structural congestion (see Model), the opportunity to balance the mails among the several routes possible between each pair of offices in the network of distribution.

A Model for the Development of Postal Distribution

Each of nine post offices sends the other eight post offices a mail: nine times eight, seventy-two mails in all.

The dots represent the post offices. The numbers that lie between the dots in each configuration - "route mails" - are obtained by charting the itinerary of each mail to its destination, and then adding the number of mails which pass between any given pair of post offices. The total of these route-mails, for all the routes, divided by the number of mails gives a diameter: 240 divided by 72 equals $3 \frac{1}{3}$ routes for the line; 176 divided by 72 equals $2 \frac{4}{9}$ routes for the cross.

As can be seen, for the line and cross configurations, the interior routes are congested with transit mails. Though both the line and cross configurations have but eight routes connecting them, our network of nine post offices requires twelve routes. And, though there are unambiguous paths among each pair of post offices in both line and cross roads, there are multiple paths between any pair of networked post offices. These ambiguities are resolved by a conventional ordering N/S:E/W by which all routes are equally loaded by the itineraries of the seventy-two mails. In this way, the effective diameter of the network of nine post offices: 144 route-mails divided by 72 mails, is 2 routes.

Both line and cross roads arrangements have post offices at the end of the line, 'terminal buds,' of which our net has none. The line of nine offices has two termini and seven offices connected to two nearest neighbors. The cross roads has four termini, four doubly connected, and a central post office having four nearest neighbors. The net with no termini has four doubly connected offices (at the corners), four with three nearest neighbors (along the edges), as well as a center with four. This 3 x 3 net is a special case, having, like the cross roads, just a single fully connected post office, but with the equal loading rather than the congestion of routes with transit mails.

We imagine that, for higher order nets, 6 x 6 say (to approximate the total number of distribution centers in 1804), higher order termini - 'edge effects' - are present, a lightening of the relative load upon the routes adjacent to the corners compared to the loading of the edges themselves, even as clusters of fully connected offices occupy the interior of the net, themselves ensconced among uniformly loaded routes.

Nine Post Offices, Seventy-Two Mails

Total Load

Line	• 16 • 28 • 36 • 40 • 40 • 36 • 28 • 16 •	240 route-mails
	•	
	16	
	•	
	28	
Cross	• 16 • 28 • 28 • 16 •	176 route-mails
	28	
	•	
	16	
	•	
	• 12 • 12 •	
	12 12 12	
Net (N/S, E/W)	• 12 • 12 •	144 route-mails
	12 12 12	
	• 12 • 12 •	



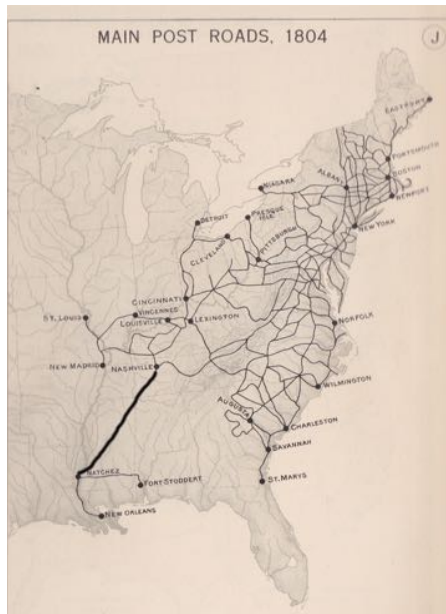


Figure 11: "Main Post Roads, 1804" Charles O. Paullin, Atlas of the Historical Geography of the United States, Carnegie Institution 1932, Plate 138 J.

Our highlighting of the Natchez Trace on Paullin's 1804 map emphasizes its stature as a main road. The 1804 Abraham Bradley map, from which Paullin's descends, depicts the extraordinary local intervention: "Road made by order of the Secretary of War from Nashville T to Pierre R. M.T. Distance 388 miles."



Figure 12: Previous page shows Washington D.C. in connection with Charlottesville Va. (hard by President Jefferson's estate at Monticello), the expedited route which, in 1803, was to connect the nation's capital by express to New Orleans through the Natchez Trace. On this page in three segments, north to south: crossing of the Tennessee River & showing an older road to the river; central portion with McIntoshville where the mail was exchanged; through the Choctaw land with the Tombekby [sic] settlement to the east. Abraham Bradley Junior's 1804 Map of the United States, Exhibiting the Post-Roads, the situations, connexions & distances of the Post-Offices, Stage Roads, Counties & Principal Rivers. [Library of Congress]

From a strategic line of posts in the early 18th century, accumulating cross posts and, by 1800, a network of distribution, the United States postal system had achieved two important features of design. **Scalability** avoided the structural congestion, the “overheating” at the center of the line and cross posts. Subsequently, **economies of scale**¹⁶ were achieved by the integration of three modes: farm to market; universal traveler, and the First Class lines of a distribution network. Together these design features were both necessary and sufficient to manage exponential growth on a continental estate.

Endnotes

¹ Natchez anchors a geographic narrative, well explored by D.W. Meinig (*The Shaping of America, volume two: Continental America 1800-1867*, Yale University Press 1993), from its role in a search for a solution to the “Mississippi problem” (page 7) and as an anglo-American settlement with a thriving hinterland (page 18), through the Indian removals, to achieve, with Charleston South Carolina (page 295), a classic social model - with elegant creole town houses on the bluff and Natchez “under the hill” for the lower class business.

² Wesley Everett Rich’s dissertation for a Ph.D. at Harvard was accepted in 1917; he died at Camp Devens in the flu epidemic in 1918 - the dissertation was published by Harvard University Press in 1924 as: *History of the United States Post Office to 1829*, XXVII of Harvard Economic Studies, published by the Department of Economics. Bibliography, but no index.

³ Richard R. John, *Spreading the News: The American Postal System from Franklin to Morse*, Harvard University Press 1995.

⁴ Leonard V. Huber & Clarence A. Wagner, *The Great Mail: A Postal History of New Orleans*, American Philatelic Society 1949.

⁵ Bruce C. Oakley, Jr., *A Postal History of Mississippi Stampless Period 1799-1860*, 2 volumes 1969 & 1980.

⁶ Van Koppersmith, “The Express Mail of 1803-1804,” *The Chronicle of the U.S. Classic Postal Issues*, Vol 50 No 4, November 1998.

⁷ Daniel Y. Meschter, “The Postmasters General of the United States IIIa. Joseph Habersham and the Mail Distributing System,” *La Posta* 204, January 2004. A promised table of the development of distribution post offices until 1804 was omitted from publication.

⁸ Rich, *op cit*, pages 79-80.

⁹ Oliver W. Holmes & Peter T. Rohrbach, *Stagecoach East: Stagecoach Days in the East from the Colonial Period to the Civil War*, Smithsonian Institution Press 1983. The quote is from page 36.

¹⁰ *American State Papers, Post Office*, Washington 1834. No. 9 (7-1) March 23, 1802, page 22.

¹¹ Rich, *op cit*, page 98.

¹² Holmes & Rohrbach, *op cit*, page 95.

¹³ John, *op cit*, page 303-4, note 50.

¹⁴ Meschter, *op cit*, page 32.

¹⁵ Koppersmith, *op cit*, page 250.

¹⁶ Diane DeBlois & Robert Dalton Harris, “Modeling Postal History with Postal Numbers,” *Proceedings of the Second International Symposium on Analytical Methods in Philately*, The Institute for Analytical Philately, 2016, pages 103-114.

Note: Richard John located two other sources about anomalous postal services in this period, both by Arthur Hecht: “Government Owned and Operated Coastwise Mail Service of the Eighteenth Century,” *American Neptune*, 22 (1962): 55-64; “The Burr Conspiracy and the Post Office Department,” *Missouri Historical Society Bulletin*, 12 (1956): 128-145. Would any of our readers like to review these?

The Los Alamos, New Mexico Post Office & World War II

By Wayne Youngblood

Overview

The history of the Los Alamos post office is both unique and important, primarily due to World War II. Never before had mail (military and civilian) been systematically censored **within the continental United States**. Only incoming mail was visibly censored. Outgoing mail was sent to censors unsealed and did not bear telltale censorship markings (to keep friends and relatives from knowing it was censored). Although the name Los Alamos was officially discontinued November 1, 1943, with the establishment of the “Secret City,” mail delivery obviously could not be discontinued for the captive residents of “The Hill,” as Los Alamos became known, and a secret drop box address was established (PO Box 1663, Santa Fe). For postal purposes, “drop boxes” are used primarily to preserve the secrecy of one location by having mail processed through another. This off-site, two-step process in a pre-computer world provided deep security for all mail processing through Los Alamos. By the end of the war, this “non-existent” city was the third-largest in New Mexico!

By December 1942, the United States was at war with both Germany and Japan. Resources were stretched to their limit (both human and material) and intelligence suggested that Germany was working on a nuclear “gadget” with huge implications if completed. With no end of the war in sight (Hitler had not yet begun to suffer significant setbacks at the hands of the Allies), it was decided that a laboratory was necessary to perform research, conduct tests and construct a nuclear device in time “to affect the outcome of the war.”

Choosing a site that could be developed on short notice was the next problem – an action with which J. Robert Oppenheimer was tasked. Requirements for the site included: adequate and immediate housing for 30 scientists; land had to be owned by the government (or at least acquired quickly and in secrecy) as well as a large and uninhabited enough area to permit safe separation of research sites; easy control of access for security and safety; enough already-cleared land to construct the main buildings immediately; and remote enough to help preserve secrecy.

The mountaintop Los Alamos Ranch School (which Oppenheimer knew) was the ideal location, and its remoteness led to the nickname “Lost Almost.” “Project Y” mail handling was the furthest thing from anyone’s mind. Once the site was acquired and construction started, however, the existing “Los Alamos” post office (a seasonal post office that existed by that name for only two years) was shuttered on November 1, 1943. All future communications with the outside world (including birth certificates and all other official documents) were handled officially through “PO Box 1663, Santa Fe, NM.” As “Project Y” grew, five additional “drop boxes” were established by the end of the war for specific, limited purposes, but everything remained “officially” PO Box

1663. Examples from only three others (Box 180, Box 1539 and, very recently, Box 527) have been reported. Covers to or from boxes 169 and 1036 have never been reported. An additional box, Box 5370, Metropolitan Station (Los Angeles) was established for journals and subscriptions, but examples from it, too, are still unknown.

Original Los Alamos

The original town of Los Alamos (1878 to 1914) was located about 200 miles southeast of present-day Los Alamos, near the town of Roswell.



Figure 1: Postal card mailed from the original Los Alamos, New Mexico, March 27, 1906.

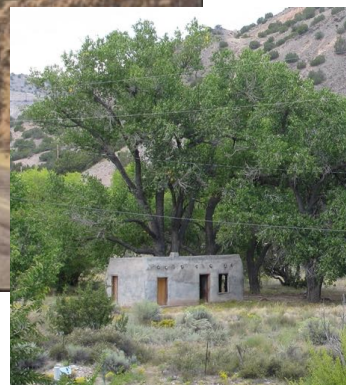
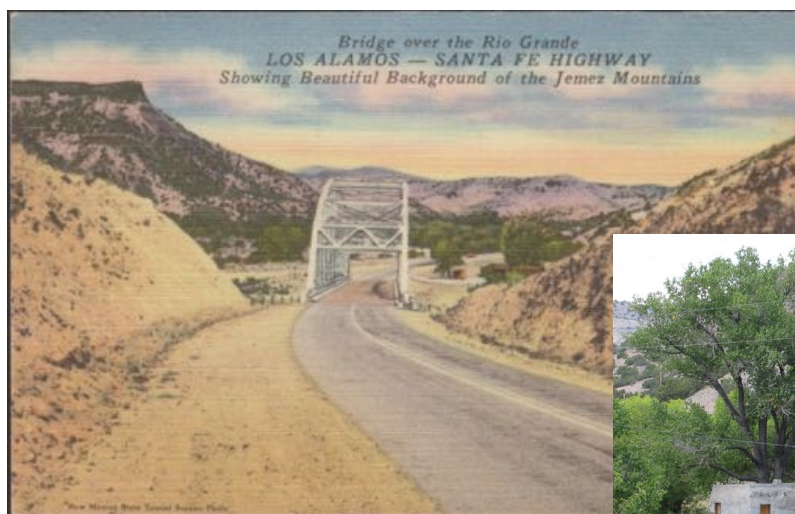
Otowi

The Los Alamos Ranch School was established in 1917, atop the Pajarito Plateau in northern New Mexico (northwest of Santa Fe), as an elite prep school for boys, under the age of 18, from wealthy families. No seasonal post office was initially established for the school, since the name “Los Alamos” was already taken, but mail was carried



Figure 3: The road to the Boy's Ranch - narrow, steep and winding, with numerous switchbacks.

daily to and from the nearby “Otowi” post office. The Otowi post office (at a railroad crossing at the base of the plateau, next to the Rio Grande), was opened November 9, 1920, to serve (primarily) the ranch school and homesteaders on the plateau. Otowi changed its name to “Los Alamos” (after the other Los Alamos closed) on April 1, 1941, and served for roughly two years as the seasonal post office for the Los Alamos Ranch School until being closed for the Manhattan project in 1943.



Figures 3 & 4: ca1940 postcard view of Otowi Bridge, next to original post office site; Otowi as it appears today.



Figure 5: One of only two known covers with a strike of the Otowi postmark (both appearing on name-change covers), and one of only four known strikes of a prewar Los Alamos postmark.

Government Takeover & PO Closing



By early 1943, preparations for the Manhattan Project's top-secret city were well under way. The location of the Los Alamos post office was changed "in early 1943" to what had been the Ranch School's Trading Post (at the Project Y site) and

Figure 6: Letter sent from Los Alamos March 21, 1943 by an employee of Lowdermilk Construction, primary builders of the road to the top-secret city.

was closed November 1, 1943, with the establishment of the drop box system. Los Alamos remained non-existent as a post office until well after the end of the war.

Figure 7: The second of only two known examples of a solo strike of Los Alamos. The sender of this March 16, 1943 air-mail cover was with MM Sundt Construction, primary builders of the top-secret city. The Los Alamos post office was closed months later.



Drop Box Mail

With the closing of the Los Alamos post office, all mail for scientists, workers and families was officially designated “P.O. Box 1663, Santa Fe, N.M.,” and all mail was censored. No date is recorded for the opening of the drop box, other than “1943.” However, it is assumed the drop boxes commenced November 2, after the November 1 closing of the “Los Alamos” post office. Censorship of civilian mail on U.S. soil had never been done before. Three round-trip mail runs were done every day by military drivers in an open weapons carrier. Censor numbers known for Project Y include 2031, 2033, 2034, 2036, 2038, 2296, 2297, 2298 and 2299.

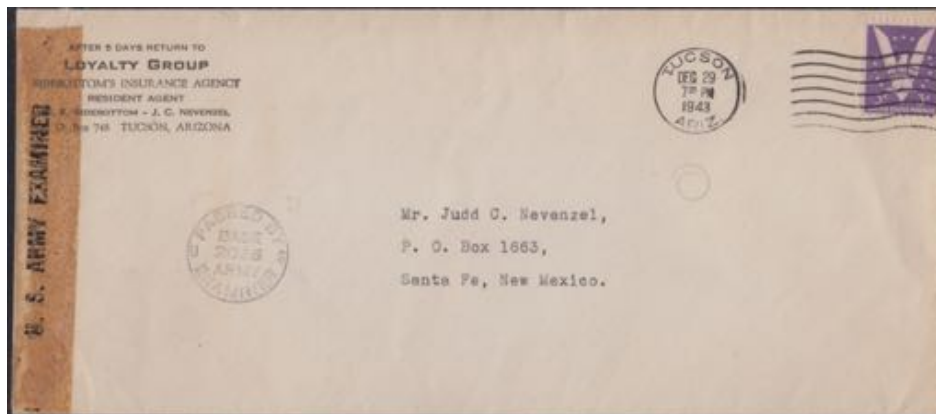


Figure 8: A censored commercial letter (Censor 2036) addressed to a Los Alamos employee - December 29, 1943, one of the earliest possible uses of the drop-box system.

All mail was initially taken to the mail room established in the T Building (see map next page). Base location for the mail facility changed twice more before the end of the war. Outgoing mail was placed in the mailbox unsealed and was sealed by censors after reading (again, with no markings to tip off recipients).



Figure 11: Three letters (censored, but not visibly so) from the same individual stationed with military technical staff. The top example (1944) is from Box 1663; the bottom example from 1945 after a new Box 180 was established in May 1945.

To repeat: although a total of six post office box numbers were eventually assigned to the Manhattan Project at Los Alamos (all five additional were subservient to Box 1663), examples of mail are known from only four: P.O. Box 1663, P.O. Box 180, P.O. Box 1539 and Box 527 (a discovery of the author's). Additional box numbers assigned were 169 and 1036 but there are no known surviving pieces of mail from either.

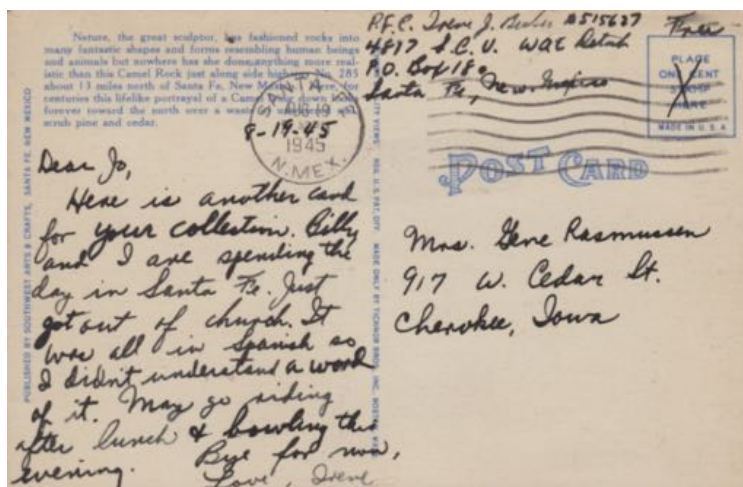
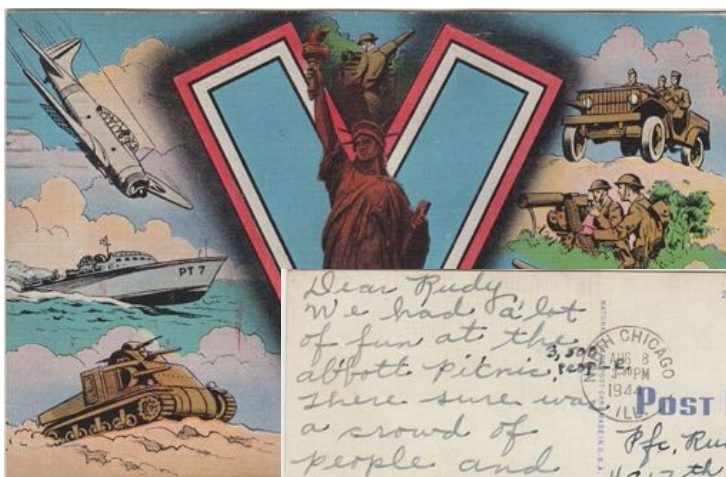


Figure 12: An outbound postcard, August 19, 1945, from a WAC using P.O. Box 180, the box established near the beginning of 1945 for the use of military technical staff and WACs. There was no need to censor or mark an outbound postcard.



Dear Baker,
 Your not missing
 much by not seeing
 this carnival. They
 got 1 new ~~ride~~.
 The weather here
 is so funny. It's dark
 one minute and hot
 the next.
 P.S. I don't know the Gulf, Miss.

Pfc. Rudolph J. Tucka
 4817th Unit 8th S.C. Det.
 P.O. Box 527 Bks.
 Santa Fe, New Mexico



Dear Rudy
 We had a lot
 of fun at the
 Abbott picnic. ^{3:50 PM}
 There sure was
 a crowd of
 people and
 cars there too.
 I haven't much
 to say for now
 but I'll drop
 you a letter
 soon. Mary

28298-029
 NORTH CHICAGO
 JUN 19 1944
 5:30 PM
 ILL.
 POST CARD
 Pfc. Rudolph J. Tucka
 4817th Unit 8th S.C. Det.
 P.O. Box 527 Bks. T-314
 Santa Fe,
 N. M.

Figure 13: Two postcards addressed to P.O. Box 527, military police detachment (4817th SC, Eighth Service Command). The box was known to have been assigned but all examples of mail were assumed lost.



Figure 14: Forwarded First Day Cover 8¢ Transport, addressed to a Los Alamos scientist. Reverse bears March 28 Berkeley postmark. There is, of course no Santa Fe receiving mark. Cover also is not censored (probably because of its philatelic nature). However, since it is mail addressed to a scientist it should not have been passed without question. One of very few in-bound covers known without censor markings.

Figure 15: One of only two known telegrams addressed to Los Alamos Project Y (censored 2299), January 1945.

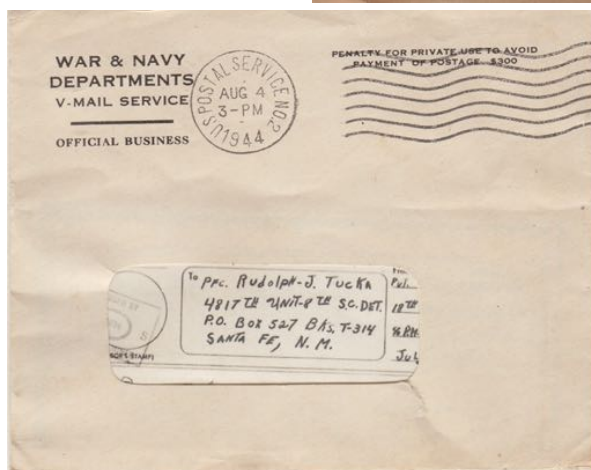
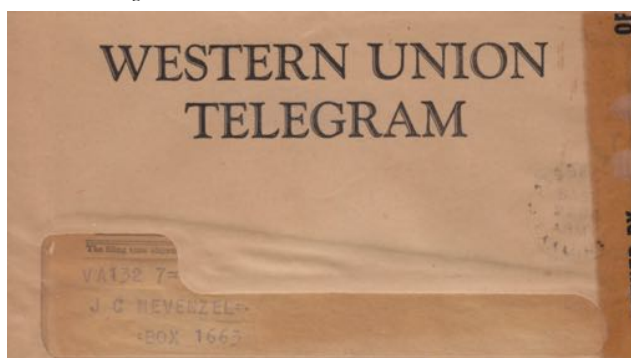


Figure 16: Only-known example of drop box V-Mail. Letter bears censor mark prior to filming, so double-censorship at Y site was unnecessary.

Figure 17:
Inbound regis-
tered and cen-
sored cover
(Censor 2033)
with Santa Fe
receiving
mark, Sep-
tember 21,
1945.



Figure 18: Example of an inbound, registered and censored cover from Mexico (Censor 2033, shown front and back), with postal markings, censor markings and 1945 receiving mark from Santa Fe. Cover features one of two-known “BASE POST OFFICE” markings, denoting Los Alamos base post office established immediately after the war to process departmental mail throughout Los Alamos (see map below right).



Figure 19: April 1945 registered cover from Philatelic Division in Washington, D.C., with basic postage covered by permit, 31¢ registry fee paid with stamps (Censor 2299). Reverse (inset) has April 5 Santa Fe receiving mark and “March 5” (device misdate typo) “RECEIVED Mail Room, Building A” from wartime Manhattan Project location. Receiving marks, very unusual during the heart of the Project, began appearing more frequently as the war wound down.

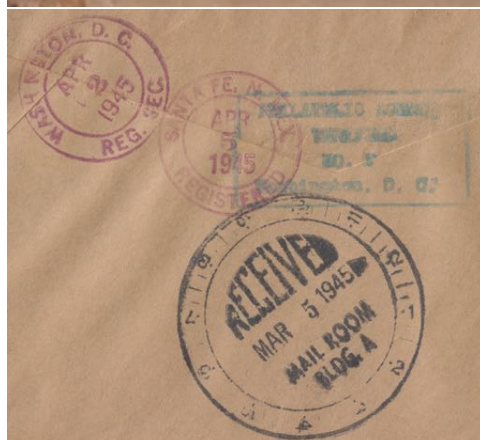


Figure 20: Inbound and censored cover from Ireland, mailed August 4, 1945, just two days before the first atomic bomb was dropped (Censor 2296). Cover, perhaps held, bears additional August 23, 1945, forwarding marking from Washington, D.C.

Figure 21a & b: Censored incoming registered cover from Mexico (Censor 2033). Few foreign-originating covers are known in connection with the Manhattan Project. Additional item from Mexico (top right), a postcard. Because of the public nature of a postcard (with all contents visible), no censorship was necessary.

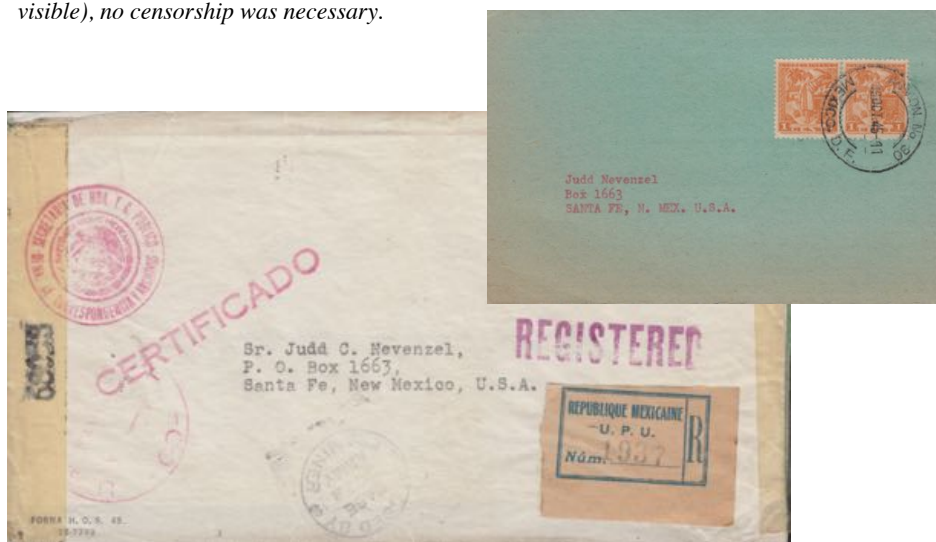
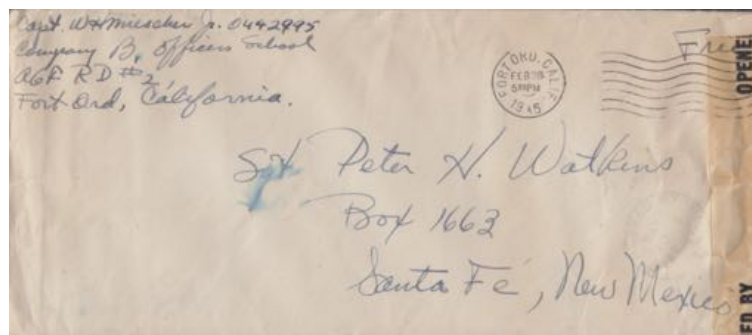


Figure 22: Military "FREE" mail sent by service-man in California to friend stationed in Los Alamos. Cover has been censored (2034).



As with any form of mail, mistakes happen even addressed to top-secret facilities. Examples of these connected with the Manhattan Project are extremely rare.

Figure 23: Inbound censored mail (2036) from Mexico, was mis-sent to Silver City, New Mexico.





Figure 24: One of very few auxiliary markings known for drop-box era Los Alamos. Letter inbound from Mexico March 2, 1945, and forward to relocated Los Alamos employee. Very few employees were allowed to leave before the end of the war. Because this individual was known in Los Alamos, it was apparently determined that censorship was not necessary.

Postwar

The drop box system (and most of the security measures regarding mail) continued until early 1947. Secrecy did not end with the dropping of atomic bombs in August 1945.

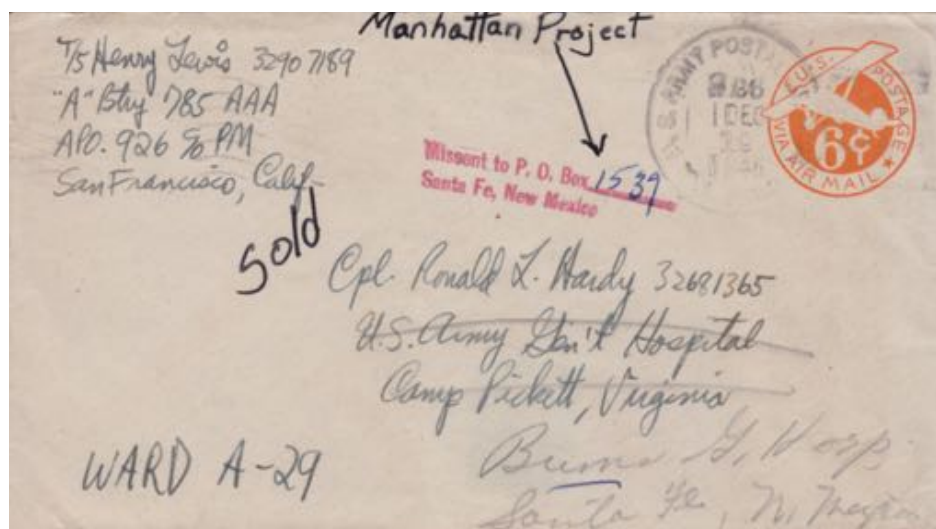


Figure 25: December 19, 1945, cover from APO address to individual at Camp Pickett, Virginia, forwarded to Santa Fe hospital, where it was mistakenly mixed with Manhattan Project mail. Only known auxiliary marking from Box 1539. Cover is non-censored as censorship was dropped December 3, 1945.

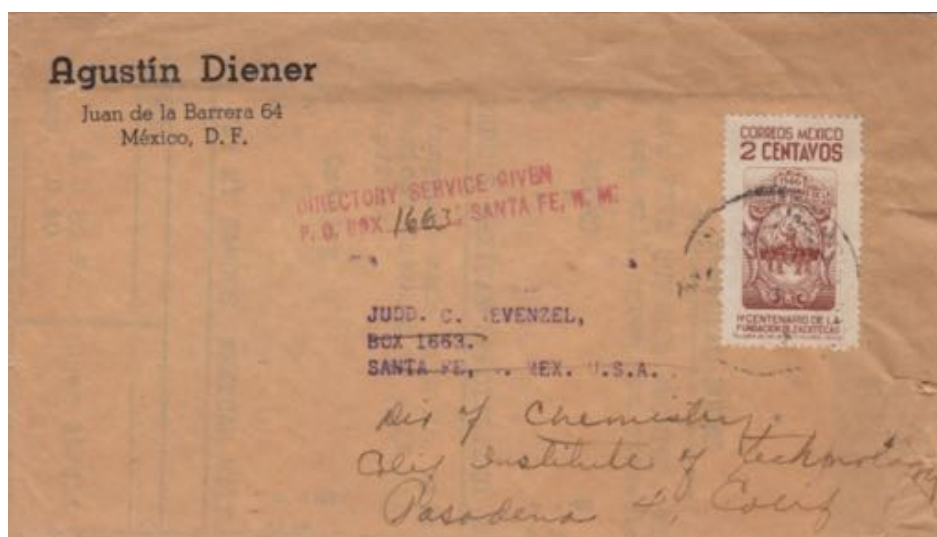
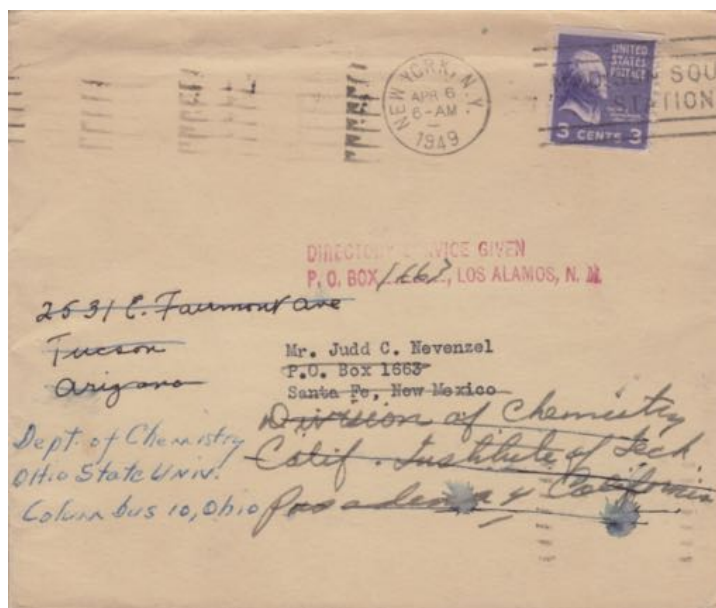


Figure 26: Postwar letter (1947) forwarded from P.O. Box 1663 Santa Fe, to an address in California. There was no immediate postwar provision for re-establish a post office in the still top-secret city.

On August 1, 1946, President Harry S Truman signed the Atomic Energy Commission Act into effect. While Los Alamos remained a city under strict national security, it was allowed to become a more normally functioning one, including the re-establishment of the Los Alamos post office (by name and postmark), accomplished in May 1947. The new official address of the “Lab” became P.O. Box 1663, Los Alamos, New Mexico (rather than Santa Fe).

Figure 27: Postwar letter addressed to P.O. Box 1663, Santa Fe, forwarded from P.O. Box 1663, Los Alamos, after the 1946 Atomic Energy Commission Act allowed for the re-establishment of a Los Alamos post office.



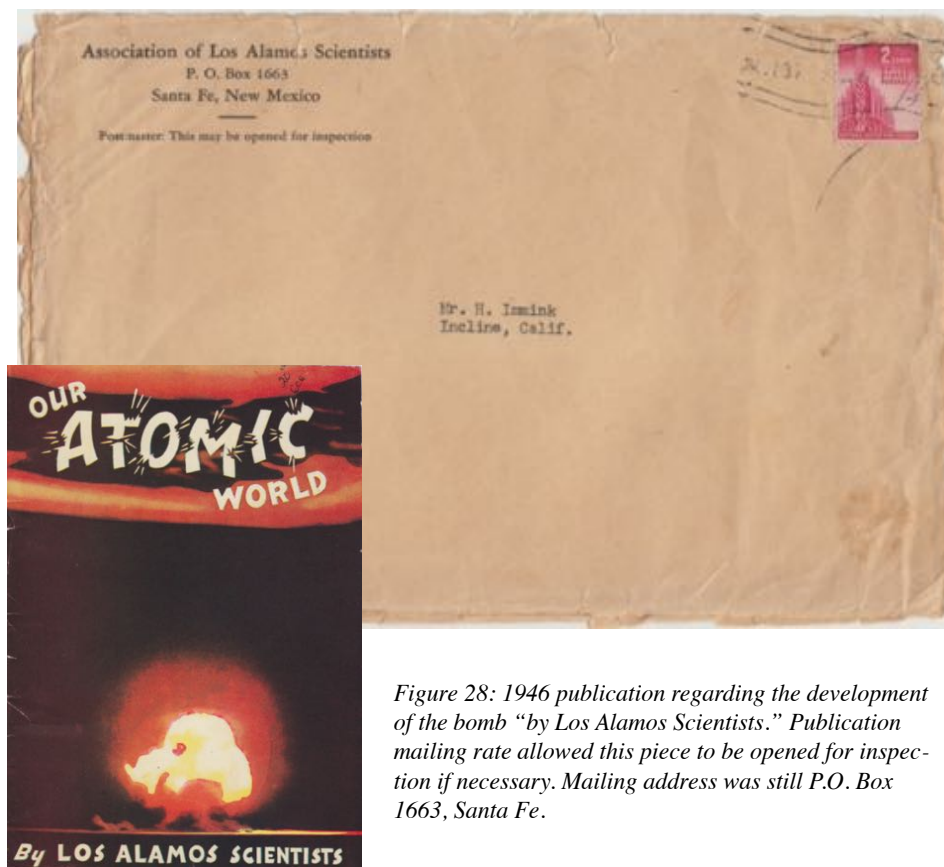
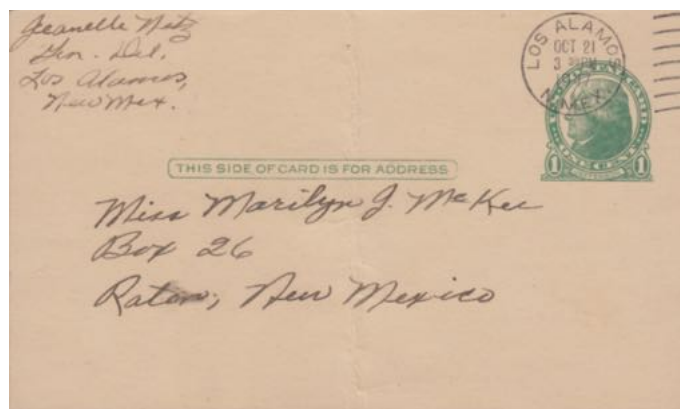


Figure 28: 1946 publication regarding the development of the bomb “by Los Alamos Scientists.” Publication mailing rate allowed this piece to be opened for inspection if necessary. Mailing address was still P.O. Box 1663, Santa Fe.



Figure 29: Example of an early hand-stamped postmark from the Atomic City of Los Alamos. While it is not known on exactly what date “Los Alamos” postmarks were once again instituted, control of the post office was given over to the U.S. Post Office Department by the War Department on May 9, 1947. This cover was postmarked just a week later, on May 16, 1947.

Figure 30: An early example of a machine cancel from Los Alamos. Note sender's address: General Delivery. The establishment of post office boxes and residential delivery took several years to complete.



Even though the address of the Los Alamos Scientific Laboratory eventually changed several times, examples of P.O. Box 1663 persisted well into the 1970s. The mail, of course, was delivered.

Figure 31: In-bound 1952 letter from Germany sent to Los Alamos, but missent to St. Louis. Despite the use of the generic Box 1663 address the mail (once directed to the proper city) was delivered.



Wayne Youngblood began his professional involvement with philately when he joined the staff of *Linn's* in 1987. He has been editor of *Scott Stamp Monthly*, editor-publisher of *Stamp Collector*, vice president at Regency-Superior Auctions, and is now editor of *The American Stamp Dealer & Collector*, and *The Collector's Club Philatelist*. Wayne is the longest-serving instructor for the American Philatelic Society Summer Seminar, teaching a class on stamp technology for more than a quarter century. He also is a past APS director and serves as an expertiser for the American Philatelic Expertizing Service. He was inducted into the APS Writers Unit and the Wisconsin Federation of Stamp Club's Halls of fame and is current president of the Errors, freaks and Oddities Collectors Club. He is the author of a dozen books and thousands of columns and features - his contribution to the hobby is immeasurable; his enthusiasm infectious.

A Remington in Paris

By Peter Martin

The first practical commercial typewriter is credited to Christopher Latham Scholes, a Milwaukee, Wisconsin inventor, who patented his idea in 1874. The formal introduction for the “type-writer” was at the Centennial Exhibition in Philadelphia in 1876. There, the typewriter was on display and visitors could get a souvenir typed at the exhibition for 25 cents. Figure 1 shows an example.

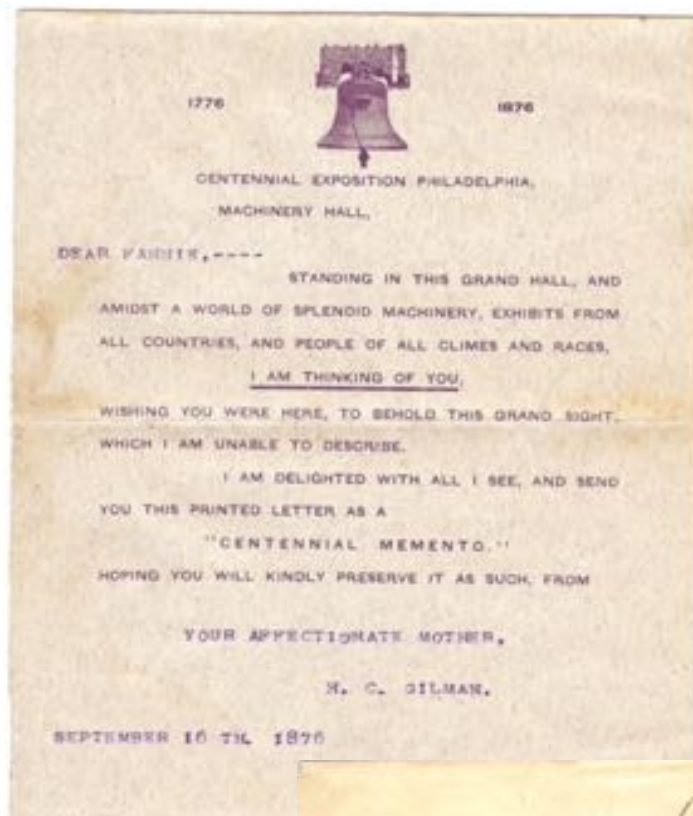


Figure 1: Typed letter and enclosure from the 1876 Centennial International Exhibition in Philadelphia, mailed from the fair post office September 18.



Typewriters remained a popular attraction at international fairs and expositions well into the early 20th century. While there is considerable typewriter advertising material from the pioneer days of the typewriter, material documenting typewriter manufacturer participation at international fairs and expositions is rare. That is especially true of foreign events. So I was delighted to recently find the Figure 2 Remington postcard from the Paris Exposition of 1900.

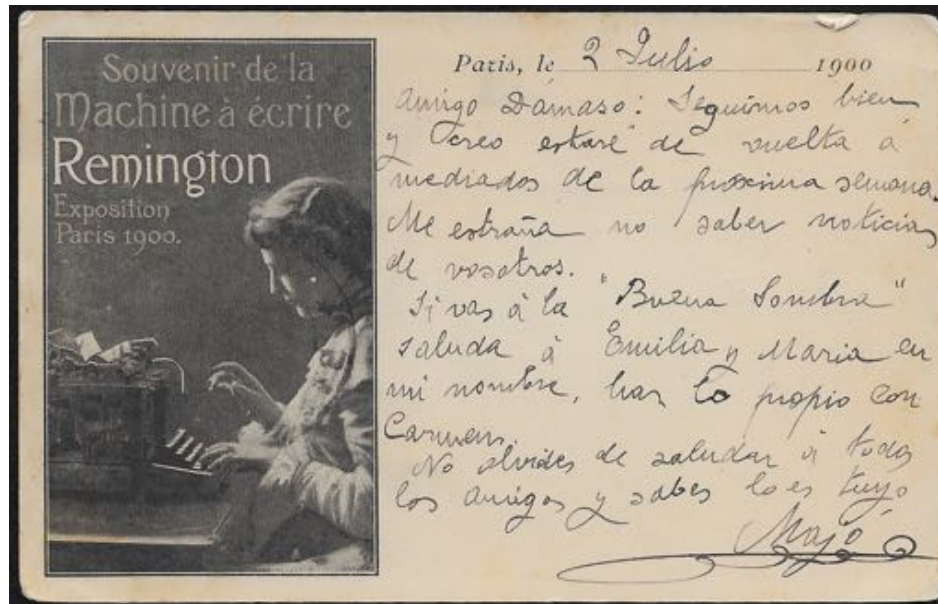


Figure 2: The message side of the postcard in Figure 3, written at the Paris fair July 2, 1900, and mailed to Barcelona.

The message side of the postcard (Figure 2) features a young woman pecking away on a Remington typewriter under the French text that translates to: Souvenir of the Remington Typewriter, Paris Exposition 1900. Courtesy of the American Philatelic Society Translation Committee, here is the postcard text:

Paris, 2 July 1900

My Dear Friend D'amaso:

We are doing well and I believe we will return by the middle of next week. I am surprised I have not heard any news from you.

If you go to the "Buena Sombra" (Good Shadow), tell Emilia and Maria I said hello, and Carmen also.

Do not forget to say hello to all our other friends. I remain sincerely yours,

Najo'

An additional note from translator Larry DiFiore provided some interesting background information. A search of the Internet revealed that a famous café by the name of the Buena Sombra (Good Shadow) was the center of nightlife in Barcelona, Spain, under various names from 1884 up to 1988. Located at Number 3 Ginjol Street

in downtown Barcelona, the café was preceded by the Café Sevillano, the French Alcázar and the Crystal Palace beginning in 1884, at the same location.

The café under its last name, The Buena Sombra, was featured in a Spanish novel published in 1919. In the late 1800s and early 1900s it was fashionable for nightlife in the major cities of Spain to imitate the fabled nightlife in Paris. Instead of cabaret-style French music, the cafés such as La Buena Sombra featured zarzuelas, flamencos, and other musical styles typical of Spain.

It is interesting to speculate that perhaps Najo and D'amaso frequented the café in Barcelona along with the friends mentioned in the postcard.

The address side of the postcard (Figure 3) confirms that the addressee, Damaso Domingues, resided at Plaza Real 3-1 in Barcelona. The French 10 centimes stamp is cancelled with a double-circle "Paris Exposition Presse" cancel dated July 2, 1900.



Figure 3: Address side of the postcard in Figure 2, to D'amaso Domingues in Barcelona.

Peter Martin is publisher of La Posta Publications, who most recently edited *Aspects of American Postal History*, reviewed in *PHJ* 168. Peter was the former editor of several philatelic journals, as well as past president of the APS Writers Unit.

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First Day Tributes to George Eastman

by William Velvel Moskoff

For nearly a century, many first day covers have offered artists the opportunity to express something about the individual or event featured on a stamp via “cachets” usually printed on the left hand portion of the envelope. The art form of cachet making can include drawing or painting an image directly onto an envelope or using techniques such as silk screening, block printing, lithography, or engraving. Cachets are produced by private companies or individuals for profit. The first pre-printed cachet on a first day cover was produced in 1923 by George Ward Linn (the founder of *Linn's Stamp News* in 1928) memorializing former President Warren G. Harding.

George Eastman (1854-1932) was a giant in American business and philanthropy. He was the founder of the Eastman Kodak company and the developer of such cultural icons as the Brownie camera and of many other photographic and film products. But he was also a major philanthropist, ultimately giving away his entire fortune of \$100 million, the equivalent of about \$1.75 billion today. Eastman's money provided for the establishment of Rochester's Eastman School of Music, one of the most prestigious conservatories in the world. He also funded the establishment of the School of Medicine and the School of Dentistry at the University of Rochester, the city where the Kodak company was located and which would become synonymous with his name and life's work. He also gave the largest donation towards the construction of MIT's Cambridge campus, initially insisting on anonymity. He also had a strong commitment to the education of African Americans and was a major contributor to the Tuskegee Institute and later to the Hampton Institute, a commitment likely stemming from his family's earlier involvement in the anti-slavery movement; the family homestead in upstate New York was part of the underground railroad transporting slaves to safety in the north.¹ He was an enlightened employer at Eastman Kodak, which was the first American corporation to engage in profit-sharing for its employees.² But, beginning in the late 1920s, he was afflicted with a spinal condition from which he suffered greatly for two years. No longer willing to cope with the pain, he ended his life with a bullet to his heart in 1932 at the age of seventy-seven. Never a sentimentalist, the note he left behind said simply: “To my friends. My work is done. Why wait? G.E.” There is perhaps no better measure of the stature of George Eastman in American life than the fact that his death was the lead story in the *New York Times* the day after he took his own life.³

George Eastman's life was worth celebrating. He was a remarkable inventor and business entrepreneur. He created one of the most successful businesses in the history of the United States and in so doing he caused the reimagining of American culture with the appearance of an inexpensive way to capture images on film. His inventions also revolutionized American movie-making and medicine, eventually leading Eastman Kodak into manufacturing the highest quality x-ray products, for example.⁴ Not content to simply make a great deal of money, he proceeded to give away his fortune, over-

whelmingly to educational institutions. An Eastman three cent stamp, which mailed all the envelopes shown here, was issued on July 12, 1954, the 100th anniversary of his birth. The stamp was designed by W. K. Schrage, a prominent designer of many U.S. postal issues. Eastman first day covers were produced with striking cachets that highlighted his inventions, his philanthropy, and his devotion to family.

Several companies dominated the production of cachets and, within these companies, there were artists who were stars in their realm. In the main, the cover only identified the company that produced the cachet and the actual designer was not recognized. However, as we will see, there were instances where the designer's name is affixed to the cachet.

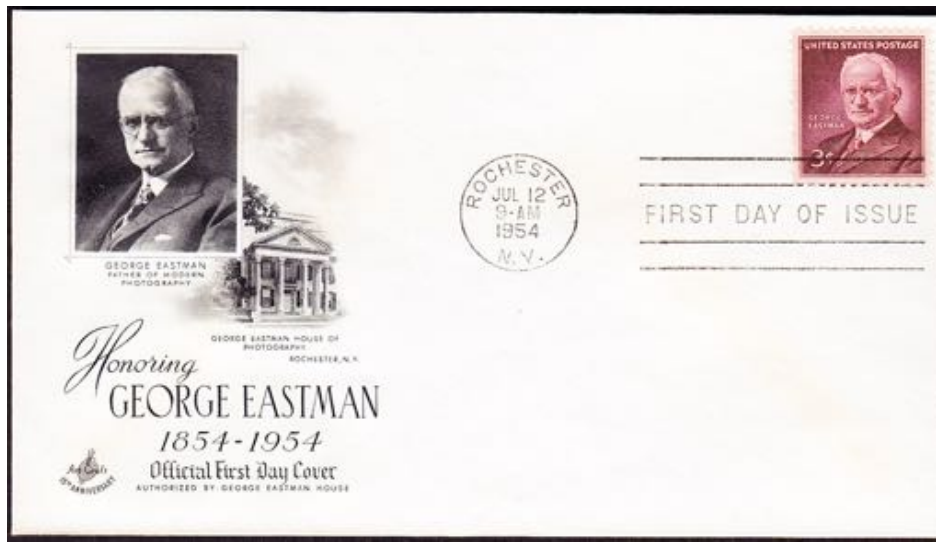


Figure 1: An Art Craft First Day Cover for July 12, 1954, when the 3 cent stamp designed by W.K. Schrage was issued to honor the centenary of Eastman's birth.

Figure 1 shows a dignified portrait of Eastman alongside a picture of the George Eastman House of Photography. Known to its intimates as GEH, the museum, which opened in 1949, is dedicated to the history of photography and has become a major film archive. The cover was designed by Art Craft, which along with Artmaster was one of the two preeminent producers of engraved envelopes. ArtCraft had a large staff of engravers, no single one of which was credited with the design. Every employee of the George Eastman House of Photography received a first day cover. So many of them were produced that they have little monetary value to collectors. The cover purports to be an "Official First Day Cover." The fact is that all of Art Craft's covers said "Official First Day Cover," likely a statement that the envelope was cancelled on the day that the post office identified as the first day of issue.⁵

The cachet in Figure 2 was produced by Fleetwood, one of the major cachet makers. This design contains a portrait of Eastman, again presented as a dignified man, but

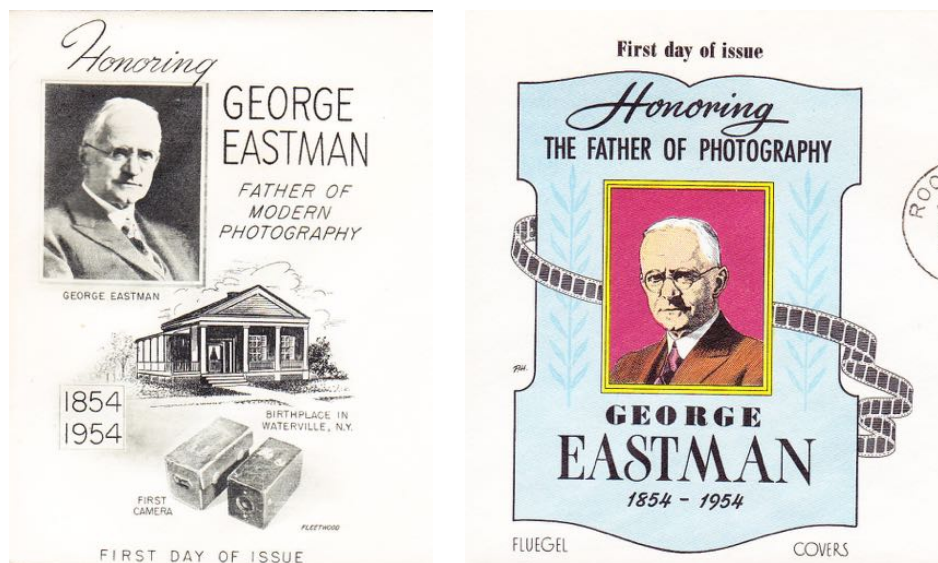


Figure 2 (left): Cachet design by Fleetwood that honors the classic Brownie camera. Figure 3 (right): Cachet design by Fluegel that incorporates a strip of his famous Kodak film.

also the house into which he was born in Waterville, a small town in upstate New York, located about 140 miles east of Rochester. The design also shows the iconic Brownie, first introduced in 1900, and costing only one dollar, roughly \$30 in 2016 dollars. The Brownie was the not first camera ever invented, as the cachet would have us believe, but it became one of the symbols of American popular culture. Millions of them were sold and many famous photos of American life were taken with them.

Figure 3's cachet was produced by Fluegel, a firm that began making first day covers in 1945. Their designs were respected for great beauty and careful craftsmanship. Fluegel was especially known for producing colorful covers at a time when most others were monochromatic designs. The Fluegel company name is prominent at the bottom of the envelope but it literally takes a magnifying glass to identify the initials "P.H." on the leftmost part of the envelope, most certainly those of the cachet's designer. In this, as in all other cachets, the image of Eastman is as unsmiling man, formally attired in suit and tie. The colors are sharp and the key feature of the design, a strip of film worming its way behind Eastman's portrait forces the viewer to focus on the man.

Figure 4's envelope is a product of Overseas Mailers. The company was established in 1949 by John Barnard (Jay) Leach and closed its doors in 1978. While Leach was himself a designer, he produced few of his own designs under the company's imprint. Rather, he transformed the work of others, often by hand painting an earlier design, as he did in the case of the Eastman cover. The company was unique in inserting a write-up of the cover in every envelope. It should be noted that the Overseas Mailer cover of Eastman highlights the fact that Eastman was a major philanthropist.

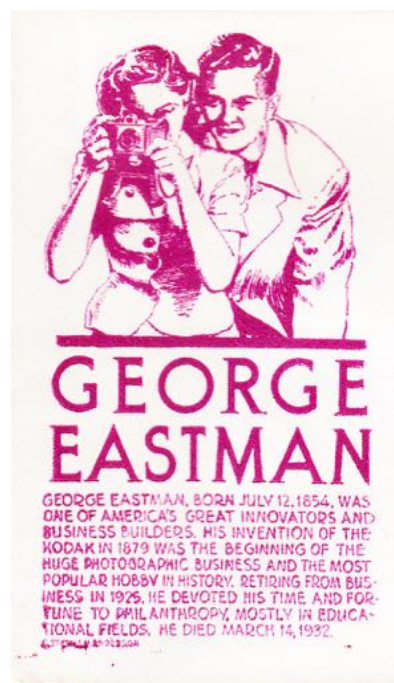


Figure 4 (left): Cachet design by Overseas Mailers that emphasizes Eastman's philanthropy.

Figure 5 (right): Cachet design by C.S. Anderson shows the Eastman camera about to record a "Kodak Moment" in an American family.

Figure 5 links Eastman and photography to the American family. The cover is a product of the C.S. Anderson firm. Charles Stephen Anderson was an engineer by training but also a gifted illustrator who turned his talents to designing cachets, most of them first day envelopes. For nearly a half century he produced cachets, employing several artists to do the work, including Wallace Ilsley and Gladys Jackson. The Eastman cover bears a typical Anderson design, a picture at the top of the cachet and historical information below. Anderson covers were monochromatic, in this case the color magenta.⁶

We now come to two covers where the artist is explicitly identified. Figure 6 was designed by Kenneth Boll. Ken Boll, as he always identified himself on the covers he designed, worked for Cachet Craft and was extraordinarily prolific as a cachet designer, with about 500 covers bearing his signature. In the main, he worked on commemorative issues, rather than regular stamps. The Eastman cachet, done in two colors, shows three of Eastman's most notable contributions to photography, including the film projector from which emanates the inventor's name in the picture. This is one of Boll's most staid cachets, in contrast to the very colorful even gaudy designs he often produced. But he was much admired. When Cachet Craft was purchased by Gladys Jackson, she either used his designs, or modified them or borrowed parts of them to produce designs for Canadian and United Nations issues.⁷

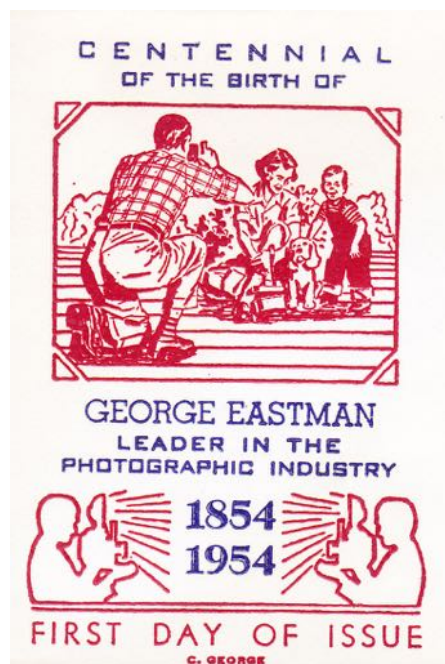
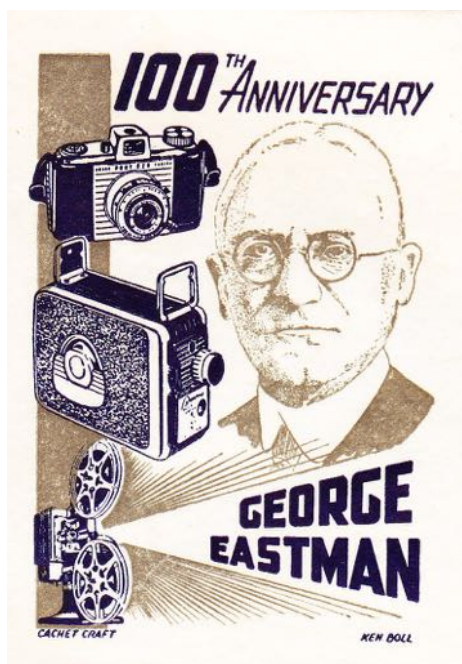


Figure 6 (left): Cachet designed by Kenneth Boll for Cachet Craft to emphasize three of Eastman's influential inventions. Figure 7 (right): Cachet designed by C. George for a family enterprise that printed these covers on a hand press.

Figure 7 also evokes the idea of taking pictures as a family activity—husband, wife, small boy, and dog, a 1950s image to be sure. It was a product of the designer C. George. Creating cachets for first day covers was the George family business and sev-

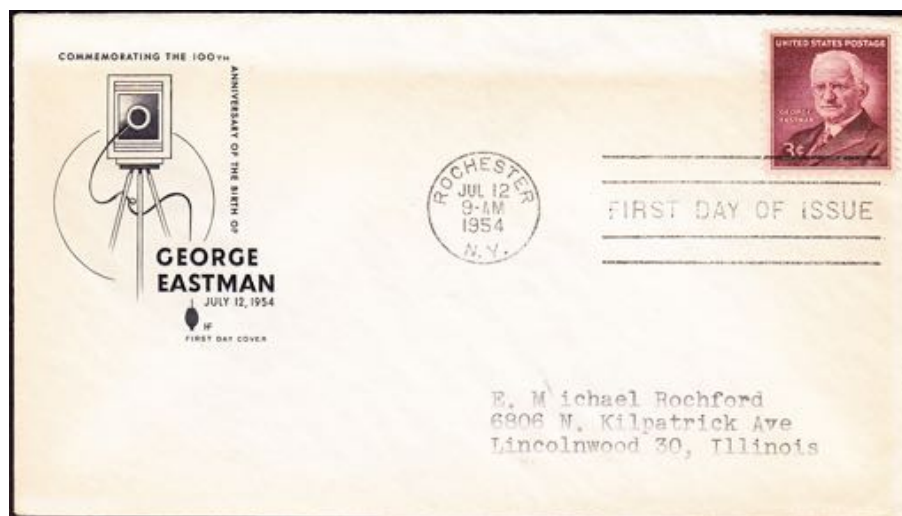


Figure 8: Cachet produced by the House of Farnum, the first company to use steel engraving for their designs.

eral generations of the family made its living designing and printing first day covers, all of them produced on a hand printing press.⁸

The cover in Figure 8 is a product of the House of Farnam. The somewhat obscure intersecting “HF” at the bottom of the cachet was the way in which the company identified its work, beginning in 1936. Farnam was the first to make steel engraved covers, a technique that replaced copper plates for making illustrations.⁹ The Farnam Eastman cachet is a simple but clever use of the early-style camera on a tripod that had a pneumatically activated shutter; when one squeezed the bulb the shutter would open and when the bulb was released the shutter closed.

The designer of Figure 9 is unknown. The cachet is different from all the other covers in that it has nothing to do with either Eastman himself or photography. Rather, the cachet is devoted to Eastman’s mother, Maria Kilbourn Eastman who lived from 1821-1907. It should be noted that the cachet contains an error, incorrectly spelling her maiden name as “Kilburn.” It is fitting that someone would have conceived of such a cachet because Eastman was extremely devoted to his mother and she lived with him in his house. A lifelong bachelor, Eastman made his mother the central presence in his life during her lifetime. When she passed away, Eastman, a normally unemotional man, reported that he cried all day in grief.¹⁰



**GEORGE EASTMAN'S
MOTHER
MARIA KILBURN EASTMAN**
EASTMAN's father died when George was only six, leaving the family, including two older sisters, almost penniless. Mother Eastman took in boarders; George went to work at 13. Their devotion was life-long. George never married.
**CENTENNIAL, EASTMAN'S
BIRTH.**

Figure 9: Honoring Eastman's moth-

The cachets associated with the George Eastman postal stamp have several virtues. Not only did their designers document pieces of Eastman’s public and private life - his birthplace, inventions, philanthropy and family - they also recorded something about the public implications of his work, most notably capturing images of American life in the fifties, a period when America was booming: the economy expanding, the population growing rapidly, suburbia rising, cars and other consumer goods exploding onto a growing market. It was also a period during which the family was romanticized. Two of the cachets capture the intimate connection between Eastman’s cameras and the idealized American family.

Endnotes

¹ Elizabeth Brayer, *George Eastman: A Biography*, Baltimore: The Johns Hopkins University Press, 1996, p. 13.

² “George Eastman,” *Encyclopedia Britannica*, Chicago, 2007, vol. 4, p. 339.

³ *The New York Times*, March 15, 1932, p. 1.

⁴ Brayer, p. 122.

⁵ I am indebted to Joe Doles of the Rochester Philatelic Association for his help with the Eastman Art Craft first day cover.

⁶ Andrew Boyajian, "C.S. Anderson: A Legacy of Cachet Art," www.hamiltonphilatelic.org

⁷ Dr. Michael Rosenthal and Dr. Marvin Speer, *First Days*, July 15, 1995, p. 368.

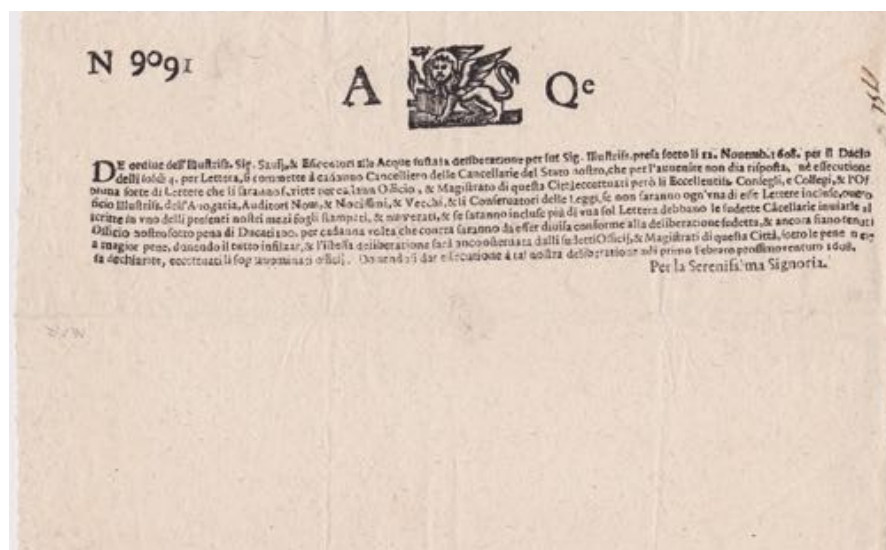
⁸ A highly useful history of George's work can be found in, W. Dorothea George, "C. George First Day Covers," *First Days*, vol. 14, no. 6, Nov.-Dec. 1969 and *First Days*, vol. 30, no. 6, August 15, 1985. I am indebted to Tara Murray, librarian at the American Philatelic Research Library for supplying this material to me.

⁹ Curtis Patterson, "House of Farnam—Revisited," *First Days*, Sept.-Oct. 1971, p. 16. I am indebted to Scott Tiffney of the American Philatelic Research Library for supplying several articles on the House of Farnam. Other material about the House of Farnam can be found in two issues of *First Day*: Mar.-Apr. 1963, pp. 3, 22-23 and July-Aug. 1973, pp. 24-27.

¹⁰ Brayer, p. 259.

William Velvet Moskoff is Hollander Professor Emeritus of Economics at Lake Forest College and editor of the *Rossica Journal of Russian Philately*. He holds a Ph.D. in Economics and the Certificate in Russian Area Studies from the University of Wisconsin-Madison.

Joe Geraci identified this object for us: The document was printed in the Republic of Venice, and is called a "Taglio" (pronounced talio, no "g" sound). It is also known as a "four soldi AQ letter sheet," four soldi being the amount prepaid for the letter sheet. The money received was a tax (dazio) which was levied for the benefit of the Water Commission, which maintained the lagoons, canals, waterways and flood control. In effect, this is a prepaid letter sheet (postal stationery), of which the bottom portion could be used to write a message to a government agency, or between agencies. This particular letter sheet possibly dates from 1662-63. (They are difficult to identify.) See *Postal History Journal* No.18 July 1967, page 60 for more information.



1881 Contract Tycoon

By Bob Bramwell

Will the Postmaster Please put this up in a Conspicuous Place.

NOTICE

—OF—

MAIL CONTRACT LETTING.

I desire to sub-let the carrying of the U. S. Mail on Route No. 3143 from Charlemont to Adams State of Mass, three times a week and back from July 1st, 1881 to June 30th, 1882

I will secure the quarterly payments direct from the Post Office Department, as under the law of Congress, of May 17, 1878. Sub-contractors can file their sub-contracts with the 2d Assistant P. M. General and receive their pay direct from the Department instead of going through the hands of the Contractor.

Parties desiring this service should address me *without delay* and give the *lowest price per annum* for 2 times a week; also submit proposition for 6 times a week, and times a week, should the Route be increased, which can be done if the necessities of the people demand increased mail facilities.

W. L. Argue Contractor.
Lock Box 522, Washington, D. C.

⚠ The schedule may be changed to suit on recommendation of the Postmaster at each end of the route.
⚠ Any person over 16 y'rs of age is competent to carry the U. S. Mail.

We have never seen a form such as the one illustrated here. We knew that men were listed as performing several mail contracts simultaneously which meant there must have been some subletting going on. But we had no idea of the scale of an operation such as the one William L. Argue ran.

In the 1878 City Directory for Washington DC, William L. Argue is listed, with Z.T. Carpenter, as having a real estate and law business at 505 7th Ave. NW. In the 1881 Directory these partners were now listed as “Contractors” with an office at 934 F Street NW; and Argue had his home at 916 14th Street NW. The 1881 Official Register makes it evident that lawyer Argue had found a lucrative way to serve the postal system.

Argue is listed as the contractor for an astonishing 235 postal routes in 23 states (Alabama 35 routes, Arkansas 1, Connecticut 10, Delaware 1, Florida 1, Illinois 2, Indiana 18, Kentucky 1, Maine 5, Maryland 7, Massachusetts 8, Missouri 1, New Hampshire 2, New Jersey 3, New York 11, North Carolina 25, Ohio 35, Pennsylvania 55, Rhode Island 1, South Carolina 9, Vermont 1, Virginia 2, Wisconsin 1), and he was listed as a mail messenger in one state (for Eagle, Missouri). Clearly it was a good idea for him to have printed notices made up, to be filled in for route details and year.

As of June 30, 1881, he covered contracts that totaled \$43,980.50 and was actually paid \$46,782.13. But, in 1879, he also had covered partial contracts (including some that had been discontinued) for a further payment of \$9,605.85. A tycoon, indeed.

And what of this contract he is advertising via a "Notice" that postmasters would put up "in a conspicuous place." Route 3143 from Charlemont to Adams in Massachusetts had been contracted for, in the previous four-year period, by P.T. Keene, who earned \$284.88 in the last year. The contract beginning July 1, 1881 was let for \$380 to W.L. Argue. What he sublet it for is unknown, but clearly there was a profit margin.

The Congressional report (H Ex. Doc. 226, 47-1, March 22, 1882) of the postal contracts 1881 to 1885 lists nine bids for Charlemont to Adams, 16 miles and back, three times a week (leaving Charlemont Monday, Wednesday, and Friday at 12:30 pm arriving at Adams by 4:30; leaving Adams Tuesday, Thursday and Saturday at 12:30 pm arriving at Charlemont by 4:30 pm): N.B. Baker bid \$500, J.N. Sanborn \$497, A.H. Sanborn \$497, J.R. Tupper \$437, C. Scripture \$420, S.G. Cabell \$419, Wellcome & Jackson \$385, W.A. Stoddard \$380 and W.L. Argue \$380. Because the last two bid the same, Argue won the contract "by lot." He had to submit a \$500 bond with his bid.

The wording of Argue's "Notice" makes it clear that, although sub-contractors could report directly to the POD and receive their pay directly, he was going to handle all the Department emoluments. This suggests he did not want the POD to realize how much profit he was making – although, given his low bidding, it appears as if his strategy was to make a little profit on a great many routes. Including at the bottom of the "Notice" the detail that anyone could carry the U.S. Mail who was over 16 years of age implies that he often dealt with youngsters eager for employment even if underpaid.

The paragraph asking for a sub-contractor to bid for both three and six times a week service points to scandals in the Star Route contract lettings that dominated the service in the early 1880s. Contractors were accused of claiming to improve their service (usually by increasing mail frequency), receiving an increase in pay from the Department, and not actually performing the service. Generally speaking, the trend across the country (responding to "the necessities of the people") was to move from three times a week service (or less) to six times a week – so Argue was covering this eventuality. However, he does not appear in the Congressional hearings convened to investigate 'Star Route Fraud.'

Bob Bramwell was born in Schenectady, NY, and now specializes in its postal history with a minor interest in 19th century American history. He has exhibited Schenectady and written for this journal as well as *Excelsior!*, the journal of the Empire State Postal History Society.

Stanley's African Relief Expedition

By Diane DeBlois

Boston was looking forward to welcoming the 'Hero of the Congo' - Henry M. Stanley - on December 9, 1886 (figure 1). He was already famous for having found Dr. Livingstone in 'the heart of Africa' and was due to arrive in the United States on December 1 for a limited speaking tour. Bostonians did get to hear him, and to hear Mark Twain introduce him (and his "indestructible Americanism"¹) but the tour was cut short and, by Christmas Eve, he was back in England.

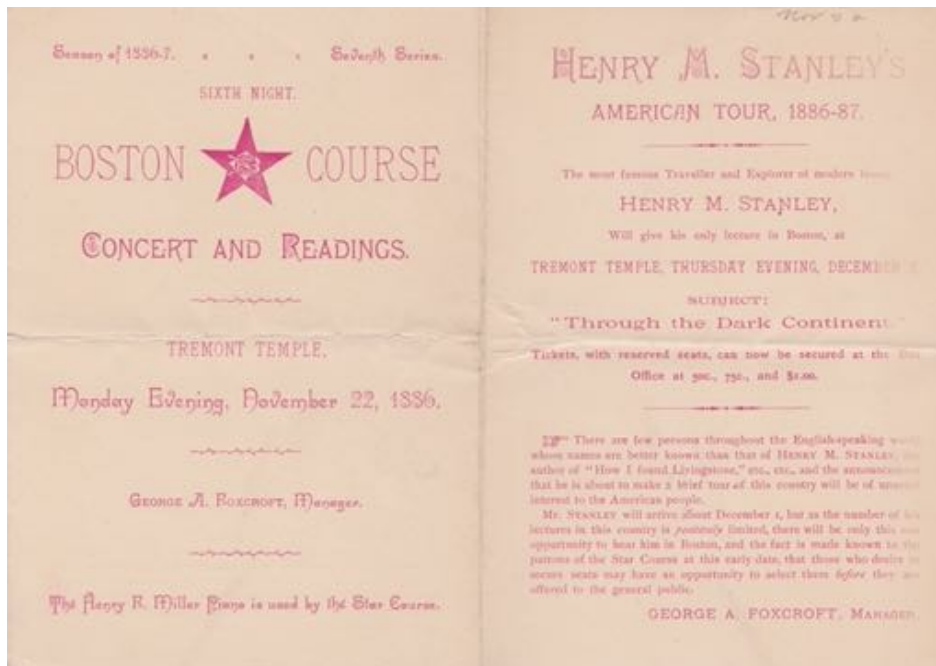


Figure 1: Folded program for a November 22, 1886 speaking event at Boston's Tremont Temple that also advertises Henry M. Stanley's appearance on December 9.

He had been recalled by cable to lead the Emin Relief Expedition to Lake Albert Nyanza - the Emin Pasha [Isaak Eduard Schnitzer 1840-1892] and his troops having escaped the devastation of Khartoum on January 26, 1885, when General George Gordon and his Egyptian garrison were massacred by Mahdists. Originally, the plan was to travel from Zanzibar westward via the south end of Lake Victoria, through Karagwe and Ankori and Southwest Unyoro to Lake Albert, but at the last moment King Leopold of Belgium gave permission and assistance to travel through the Congo. Though longer in all, this route would be 500 miles shorter overland and Stanley claimed it would quiet fears of the French and Germans that the British might have annexation motives,

motives that he actually was quite in favor of.² A native force was recruited in Zanzibar, and they traveled by sea to the south of the Congo, then up river to arrive at Stanley Pool on March 21, 1887. Stanley led an advance column through over 500 miles of an uncharted jungle; after 137 days the expedition reached Ibwiri [Fort Bodo] and had lost 180 men through death and desertion.

In a letter home, Stanley wrote:

You may imagine our feelings when month after month found us marching, tearing, ploughing, cutting through that same thick forest ... Take a thick Scottish copse dripping with rain; imagine this copse to be a mere undergrowth, nourished under the impenetrable shade of ancient trees, ranging from a hundred to a hundred and eighty feet high; briars and thorns abundant; lazy creeks meandering though the depths of the jungle, and sometimes a deep confluent of a great river. Imagine this forest and jungle in all stages of decay and growth - old trees falling, leaning perilously over or fallen prostrate; ants and insects of all kinds murmuring around; monkeys and chimpanzees above; queer birds and animals; crashes in the jungle, as troops of elephants rush away;

dwarfs with poisoned arrows securely hidden behind some buttress or in some dark recess; strong, brown-bodied aborigines, with sharp spears, standing poised, still as dead stumps; rain pattering down on you every other day in the year; impure atmosphere, with its dread consequences, fever and dysentery; gloom throughout. The day and darkness almost palpable through the night; and then, if you will imagine such a forest extending the entire distance from Plymouth to Peterhead, you will have some idea of the inconveniences endured by us from June 28 to December 5, 1887.

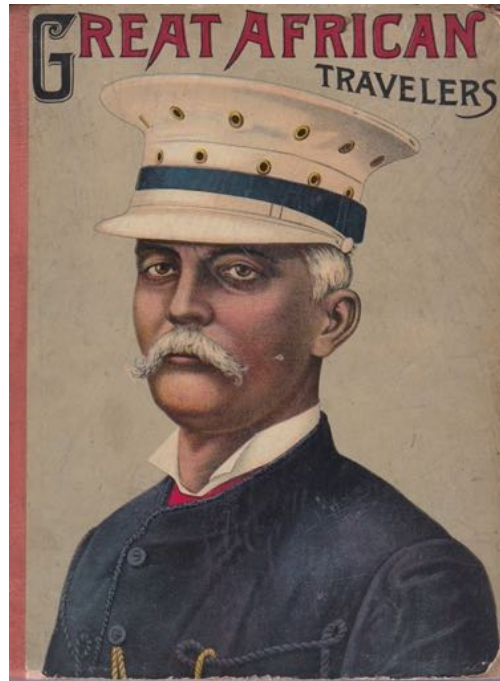


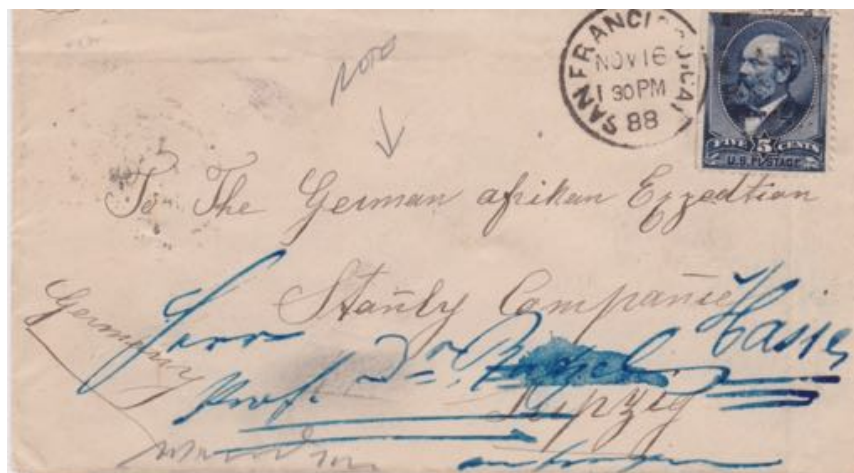
Figure 2: Cover to *Great African Travelers* by Hugh Craig, New York, London, Glasgow and Manchester 1890. Letter quoted on page 128.

On December 13, they reached lake Albert Nyanza where they expected the Emin and his steamers, the *Khedive* and the *Nyanza*. After much delay, they were located and everyone regrouped. Stanley set off alone to retrace the jungle journey and bring in the second column. But disease, desertion, and broken promises had destroyed the force

left behind. Stanley turned around and returned to his Fort Bodo to see if he could rescue the Pasha who had been imprisoned. The Rebel officers, however, asked the Pasha for his pardon, and they would help him be reinstated as Governor. Stanley and the Pasha reached Zanzibar overland, with the help of German troops who entertained them to celebrate the formal end of the expedition in December 1889.

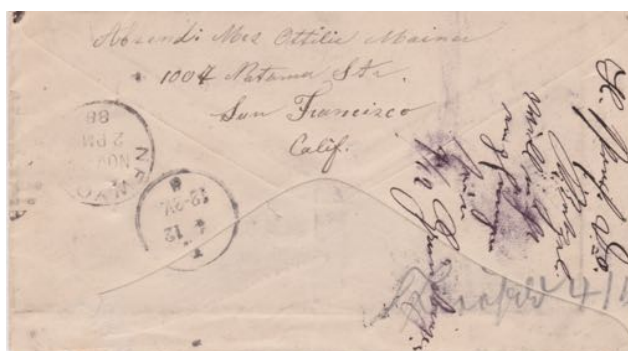
Stanley returned to Europe in May 1890 to much acclaim. He published his own account *In Darkest Africa* - that sold 150,000 copies in June alone. And, in the same year, in New York George Rutledge published a popular press book: *Great African Travelers From Mungo Park (1795) to the Rescuing of Emin Pasha by Henry M. Stanley (1889)* by Hugh Craig, with many dramatic woodcut illustrations, and a chromolithograph cover of Stanley (Figure 2).

While Stanley and his European and native troops were in the jungle, the world tried to communicate with them. The letter from a Mrs. Otilie Mainer in Figure 3 was mailed from San Francisco on November 16, 1888 to the "Stanley Company" of the German African Expedition, headquartered in Leipzig, where it was received December 2 (Figure 4). Redirection was to a Professor Doctor - no attempt was apparently made to send it to Africa.



¹ Mark Twain Speaking, by Paul Fatout 2006, page 214 - quoted from coverage of the event published in the Boston Transcript, December 10, 1886.

² The Autobiography of Sir Henry Morton Stanley, edited by his wife Dorothy Stanley, Riverside Press, Boston and New York 1909.



Figures 2 & 3

Puerto Rico 1898-1900

A review by Alan Warren

Puerto Rico during the Spanish American War 1898-1900: A Postal History Study by Bill DiPaolo. 156 pages, 8 ½ by 11 inches, card covers, spiral bound, United States Possessions Philatelic Society, Capon Bridge, WV, 2018. ISBN 978-1-948638-93-7, \$45 postpaid in USA, (discount available to USPPS members), USPPS, 27 Fairfield Lane, Capon Bridge WV 26711.

Much has been written over the years about this brief but important period of Puerto Rico postal history, but it is scattered in various articles and other sources. Bill DiPaolo brings this disparate knowledge together in one volume with an extensive bibliography for postal historians to pursue for further details.

The first part of the book focuses on the history rather than the postal history of Puerto Rico's involvement in the Spanish American War, beginning with a naval engagement between the U.S. and Spanish fleets in San Juan Harbor, May 8, 1898. Important lists include the naval vessels and transport ships, the Army units that took part, and a chronology of events from May 8, 1898 to May 1, 1900.

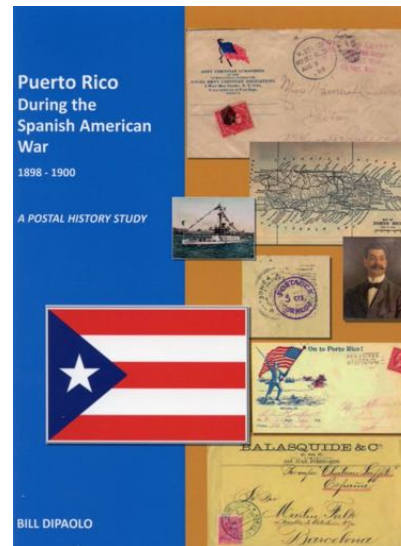
Part II details the development of the postal system under the United States military. Spanish mail bore stamps of Puerto Rico in the occupied area under Spanish control, and U.S. stamps were used in the American occupied section of the island. Topics include the war tax, the Habilitados (validated demonetized stamps due to shortage), and rare use of Spanish revenues as postage.

The Railway Mail Service was brought in to coordinate mail handling at the beginning. Eight military stations were established and details of dates and locations are tabulated. Many of the station markings are illustrated with covers. One table also lists the 13 unnumbered stations. On March 15, 1899 the Independent Department of Posts was established with 76 post offices.

Other topics during this period include the handling of official mail, use of Spanish markings from military and civil offices, the use of United States stamps and postal stationery, and a listing of 16 postal routes as of October 18, 1898. This part concludes with a chronology of the post in Puerto Rico during the Spanish American War, from March 11, 1898 to May 1, 1900.

Part III is devoted to the municipal and local posts. A separate chapter details use of the Coamo and the controversial Ponce provisionals. Covers bearing these stamps and associated markings are analyzed. Lesser known municipal posts sprang up in the American occupied territory including Guánica, Mayagüez, Yauco, and Utuado among others.

Part IV is an important resource for the postal markings of the military period. The tables begin with the markings of the numbered and unnumbered military stations. The marks include registration handstamps, held for postage, postage due, and advertised among others. These are followed by municipal post markings and Spanish killers and other Spanish markings.



Another table lists earliest known uses of RMS and Spanish cancels from military stations. A final list of interest to collectors and dealers is a valuation of military station postmarks. A series of appendices tabulate U.S. and Spanish postal rates, occupation dates of towns by U.S. forces, a who's who list of over 30 U.S. and Puerto Rican personnel, and a list of post office and war department orders pertaining to Puerto Rico at this time.

Five pages of reference sources reveal the depth of the author's study of this field, and a detailed index concludes this important handbook. The pages are nicely laid out and have a distinctive feature throughout the book. A very wide right-hand margin contains side notes and figure captions, as well as sufficient white space to permit readers to make notations of their own. The coil binding allows the book to lie flat in use.

Norwegian Fieldpost

A review by Alan Warren

Norsk Feltpost – i vid forstand (Norwegian Fieldpost – in the Broad Sense) by Øivind Rojahn Karlsen. 384 pages, 6 ½ by 9 ½ inches, card covers, perfect bound, Norwegian language, Krigs- og Feltpostforeningen, Oslo, Norway, 2017. ISBN 978-82-93453-01-07, 350 NOK plus postage from Norwegian War and Fieldpost Society, <http://warandfieldpost.com/>.

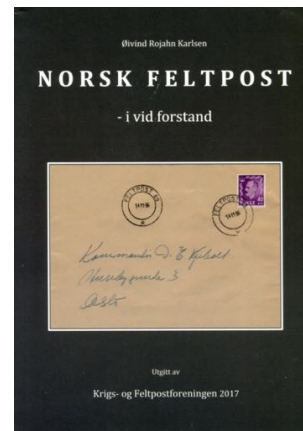
This handbook is an important resource for collectors of Norwegian fieldpost mail and cancels, with alphabetical and numerical listings. A list of abbreviations used in the book is followed by an illustrated table of cancellation types. Next is a list of sources—both printed literature and internet sites—used for background to the subject.

The first chapter is a list of the fixed or regular fieldpost locations in alphabetical order beginning with Aur. For each entry there is a brief background, a photo, a chronological listing of use with year dates, and illustrations of the cancel types used. Often a piece of mail showing the cancel and/or a Feltpost registered mail label for that location is illustrated. Some locations and their fieldpost control numbers are identified.

The second chapter lists the fieldpost stations arranged in 1940 after the invasion of Germany. These are grouped by four major District Commands of Oslo, Bergen, Trondheim, and Harstad. A short chapter lists the stations after the country's Liberation in 1945.

One extensive chapter lists the stations chronologically for various military exercises, from 1890 to 2002. The chapter on Norwegian fieldpost stations abroad contains tables with locations in Sweden, Germany, Lebanon, Croatia, Kosovo, Afghanistan and Tchad. The sixth chapter focuses on non-military fieldpost stations, beginning with Aalvik (No. 19) and in alphabetical order.

The next chapter lists the temporary non-military stations in chronological order from 1892 to 1997. The last one was a station at the 1997 Norwex international exhibi-



tion in Oslo. Chapter 8 lists stations at Norwegian military camps like Haakonsvern, Heggelia, Kolsås, Ramsund and Sessvollmoen among others. A final group of markings are recent military departments with special cancels.

The last chapter is an important one that lists the field post offices numerically beginning with Nr. 1 at four locations from 1888 to 1957, to Nr. 413. An alphabetical index of station names concludes this handbook. There is no pricing or rarity information. Although the text is in Norwegian only, most of the data is tabular in nature and therefore easy to work with. Collectors of Norwegian fieldposts will find this key resource important to identifying these markings.

Corrigendum

The editors sincerely regret having confused the two Steve Ellis's who are active in postal history. The one whom we described in *PHJ* 169 as the author of "Mediterranean Mail: Claude Clerc: Shipping Agent or Operator?" is with Bridger & Kay Ltd., but **our** Steve Ellis is involved with the Postal History Society (UK) and the France & Colonies Philatelic Society. His Clerc article first appeared in the *Postal History Journal* (UK) No. 361, March 2017.

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The Postal History Society medal for the best postal history exhibit at an APS sponsored show was awarded at Westpex to Hugh Lawrence for his exhibit "Postal Rates During the Gold Yuan Era: The Chinese Hyperinflation of 1948-49." With 332 frames, there was a lot of competition.



Foreign Postal History in Other Journals

The post of Associate Editor for Foreign Postal History is open and we welcome your input. To include a journal in the listings, please contact the editors at agatherin@yahoo.com.

Belgium

“Las Relaciones Postales entre Bélgica y América Latina durante el Período de Uso de los ellos de Tipo ‘Medallón’ (1856-1866),” by Patrick Maselis, describes correspondence from Belgium to Latin America during the “Medallion” stamp period. *40º Aniversario 1977-2017*. Fall 2017.

Bermuda

Julian H. Jones provides “The Bermuda-Annapolis Packet: An Update” to shed light on a route effective for just nine months in 1827. *Chronicle* 258, May 2018, Vol 70 No 2.

Canada

Julian J. Goldberg explores how the practices of the U.S. Bureau of Engraving and Printing (that printed Canadian postage stamps from 1858-1868) affected other philatelic printers in “An Interesting Period of Canada-U.S. Postage Stamp Printing History.” *CCP* Vol 97 No 3, May-June 2018.

Colombia

“Los Pliegos de Oficio. La Controversia por su Pago de Parte de las Autoridades Coloniales en el Reino de Nueva Granada.” Manuel Arango-Echeverri discusses the controversy between colonial government agencies regarding the payment of official correspondence. *40º Aniversario 1977-2017*. Fall 2017.

Cuba

“Mail from Mexico to Spain by British Steamers via Havana, 1842-1864,” by Yamil H. Kouri, Jr. analyzes how letters were sent from Mexico to Spain by British, and sometimes other vessels, during four different periods in the mid-19th century. *The Cuban Philatelist*. January-April 2018.

France & French Colonies

Edward Grabowski, in “The Era of the French Colonial Allegorical Group Type: New Caledonia - Datestamps Lacking Village Names,” documents, with several cover examples, the New Caledonia use of “mute” cancels, 1892-1915 period - a use not mentioned in the Guy Venot catalog of 1989. *CCP* Vol 97 No 3, May-June 2018.

“Correo desde Colonias y Ex-Colonias Españolas a Francia via Gran Bretaña, 1863-1842,” by Geoffrey Lewis, discusses mail from Spanish colonies (former or contemporary) to France via Great Britain handled according to the Anglo-French postal treaty of 1836. *40º Aniversario 1977-2017*. Fall 2017.

Guatemala

Guillermo F. Gallegos, in English translation from *Academus* No. 19 July 2015, explains the history of “The Slogan Postmarks ‘Viva Fernando VII’ in the Kingdom of Guatemala,” providing historical background from both Spain and Guatemala, exam-

ples of the markings on cover, and a map of distribution of such markings. *CCP* Vol 97 No 3, May-June 2018.

German States

Robert S. Boyd explores “A Wrapper with a Message” that mailed a newspaper from New York via Prussian Closed Mail to Switzerland about 1865 - and then carried a love letter. Included are pie charts of letters and newspapers sent to Europe via this routing from 1854-1867 - from data in the annual reports of the U.S. Postmaster General. *Chronicle* 258, May 2018, Vol 70 No 2.

Italy & Italian Colonies

Nicola Luciano Cipriani and Claudio Ernesto Manzati provide a follow-up to an article in Vol 94 No 5 Sept-Oct 2015 (that won the best article of the year in the *CCP*) with “The Italian Levant 15 Piastras Air Mail Stamp: Part Two.” A detailed study of technical aspects in printing the stamp. *CCP* Vol 97 No 3, May-June 2018.

“Las Relaciones Postales entre España y el Gran Ducado de Toscana,” by Bruno Crevato-Salvagi, with help from Lorenzo Carra, analyzes mail between Spain and the Great Duchy of Tuscany in the mid-19th century. *40º Aniversario 1977-2017*. Fall 2017.

Mexico

“Le Taxe ½ (Medio) Real du Mexique” by Jean-Claude Porignon looks at the application of the ½ real postal rate on printed matter, military mail, a certain type of incoming maritime correspondence and as fake surcharges. *Documents Philateliques*. April 2018.

Paraguay

In the article “Inicios del Correo en Paraguay,” Jesús Sitjà-Prats discusses the development of mail service in colonial Paraguay. *40º Aniversario 1977-2017*. Fall 2017.

Puerto Rico

“El Pago con Sellos de Franqueo del Porte de la Correspondencia Extranjera Entrante en Puerto Rico,” by José Antonio Herráiz-Gracia, describes incoming mail charges paid with postage stamps in Puerto Rico in the mid-19th century. *40º Aniversario 1977-2017*. Fall 2017.

Serbia

“Les Serbes en Tunisie et en Algérie Durant la Première Guerre Mondiale” by Jérôme Bourguignat describes the number of Serbian troops deployed in Tunisia and Algeria, their mail and postal markings used during WWI in 1916 and 1917. *Documents Philateliques*. April 2018.

Vietnam

In his article “Old Postal History Interests Resurface in Another Century, Another Hemisphere – Similarities between the Philatelic Study of Civil War in America and in Vietnam,” Daniel M. Telep compares circumstances in these two conflicts that resulted in the creation of interesting postal history - including patriotic covers, adversity uses, prisoner of war mail, the use of provisional adhesives, express and courier mail and command centers correspondence. *CCP* May-June 2018.

Uruguay

“El Correo Colonial Español en el Actual Territorio de Uruguay (1764-1814),” by Walter Britz, deals with the establishment of mail service in the present-day territory of Uruguay. *40° Aniversario 1977-2017*. Fall 2017.

Venezuela

“Venezuela, Correo Certificado en la Época Prefilatélica,” by Knut Heister describes registered mail in Venezuela during the stampless period. *40° Aniversario 1977-2017*. Fall 2017.

Worldwide Postal Stationery Wrappers

“Meta-Analysis of Used Post Office Postal Stationery Wrappers” by John K. Curtis, studies the availability of used wrappers from all over the world offered by E-Bay sellers. It includes their prices, number of bidders, distribution and future significance. *The London Philatelist*. January-February 2018.

Journal Addresses

40° Aniversario 1977-2017. Special 40th anniversary issue by the Real Academia Hispánica de Filatelia e Historia Postal. www.rahf.es

The American Stamp Dealer & Collector, ASDA, P.O. Box 692, Leesport PA 19533.

BNA Topics. Journal of the British North America Philatelic Society. Andy Ellwood, Secretary. 10 Doris Ave., Gloucester, Ontario K1T 3W8, Canada.

British Caribbean Philatelic Journal. Eric Todd, Secretary. 623 Ashley St, Foxboro, Ontario K0K 2B0, Canada.

China Clipper. Journal of the China Stamp Society. Tracy L. Shew, Secretary. 16836 122nd Ave SE, Renton WA 98058-6055.

The Chronicle of the U.S. Classic Postal Issues, Sec. Dwayne Littauer, P.O. Box 750368, New Orleans LA 70175.

The Collectors Club Philatelist, 22 East 35th St., New York NY 10016-3806. Wayne L. Youngblood, wystamps@gmail.com.

Cuban Philatelist. Journal of the Cuban Philatelic Society of America. Juan Farah, Secretary. PO Box 141656, Coral Gables, FL 33114-1656.

Documents Philateliques. Journal of the French Académie de Philatélie, Robert Abensur, www.academiedephilatelic.fr

France and Colonies Philatelist. Journal of the France and Colonies Philatelic Society. Joel L. Bromberg, Corresponding Secretary. PO Box 17, Narrowsburg NY 12764-0017.

Gibbons Stamp Monthly. Stanley Gibbons Ltd., 7 Parkside, Christchurch Rd, Ringwood, Hampshire BH24 3SH, United Kingdom.

Japanese Philately. Journal of the International Society for Japanese Philately. William Eisenhauer, Secretary. PO Box 230462, Tigard OR 97281.

Journal of the Malta Philatelic Society. John A. Cardona, Secretary-Treasurer. 56 Triq Santa Marija, Tarxien, TXN 1703, Malta.

The London Philatelist. Dr. Seija-Riitta-Laakso, LPeditor@rpsl.org.uk

PHSC Journal. Journal of the Postal History Society of Canada. Secretary-Treasurer, 10 Summerhill Ave, Toronto, Ontario M4T 1A8, Canada.

Post Horn. Journal of the Scandinavia Collectors Club. Alan Warren, Secretary. PO Box 39, Exton PA 19341-0039.

Postal History, The Journal of the Postal History Society [UK] 22 Burton Crescent, Stoke-on-Trent, ST1 6BT UK.

Rossica. Journal of the Rossica Society of Russian Philately. Steve Volis, Treasurer. 9 Hickory Ct., Manalapan NJ 07726.

American Postal History in Other Journals

By Ken Grant

Many articles on U.S. postal history are published each month. In order to present a useful survey of recent publications, we adopt a rather narrow definition of postal history and present what is more an index than a literary endeavor. Unlike an index, however the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, Ken Grant at E11960 Kessler Rd., Baraboo WI 53913.

General Topics

Advertising Mail

Cary E. Johnson in his article, "Chamber of Commerce Town Covers," looks at the use of advertising to promote various towns in Michigan. *Peninsular Phil.* 59 No. 4 (Winter 2018).

Air Mail

"An Overview of the 1948 Start of Air Parcel Post Services Shown in Two Examples, Domestic and International" by Daniel S. Pagter discusses this mail service based on distance zones, which was intended to provide postal patrons with greater speed of delivery for parcels. *US Spec.* 89 No. 1 (January 2018).

Francis J. Crown, Jr. looks at a recent airmail cover in "First Flight: Atlanta to Mexico City." The cover was one of 815 pieces flown from Atlanta to Mexico City on Eastern Airlines FAM Route 35 on July 1, 1971. *Ga. Post Roads* 26 No. 2 (Spring 2018).

Auxiliary Markings

John M. Hotchner investigates customs duty markings in "Customs Duty Markings on Incoming Covers Part III- The 1950s." *LaPosta* 49 No. I (First Quarter 2018).

Glenn Estus details a number of auxiliary markings in "Vermont Statehood Censored FDCs." *LaPosta* 49 No. I (First Quarter 2018).

Ed and Jean Siskin in "Camden Misdirected," discuss an auxiliary marking used to redirect mail incorrectly sent to Camden, New York, but intended for Camden, New Jersey. *NJPH* 46 No. 1 (February 2018).

Civil War

"A New Confederate Semi-Official Cover from North Carolina" provides background on a cover from the Quartermaster's Department, District of Pimlico, a North Carolina coastal area including Pamlico Sound. *No. Caro. P. H.* 37 No. 1 (Winter 2018).

Stefan T. Jaronski provides a detailed account of mail service along the coast of North Carolina in "Mail Service for the Confederate Army on the Hatteras Coast 1861-1862," including tables indicating postmaster compensation and North Carolina units in the Hatteras area. *No. Caro. P. H.* 37 No. 2 (Spring 2018).

“Rare Confederate #10 ‘Frame Line’ Enriches Coal Mountain, Ga. Story” by Ted O. Brooke focuses more on the rarity of the frame line 10-cent Jefferson Davis stamp than the Coal Mountain postal marking, which was discontinued in 1937. *Ga. Post Roads* 26 No. 2 (Spring 2018).

Robert G. Rose in “Fraudulently Postmarked New Jersey Civil War Patriotic Cover” looks at a fraudulent cover created by John A. Fox and currently in the holdings of The Philatelic Foundation. *NJPH* 46 No. 1 (February 2018).

RPO/HPO

William Keller presents information on the Tulsa & Durant Highway Post Office in “Two Tulsa HPOs, Part 2, Tulsa & Durant, Oklahoma, MPOs #247.” In addition to schedules and a map, Keller provides covers cancelled by this HPO service. *Trans. Post. Coll.* 69 No. 1 (November-December 2017).

Changes to trip schedules in Iowa and Nebraska are the subject of William Keller’s “Dubuque & Omaha HPO: A Hyphenated HPO Anomaly, Part I.” *Trans. Post. Coll.* 69 No. 1 (November-December 2017).

Douglas N. Clark continues his series illustrating previously unlisted RPO cancels in “Unlisted Railroad Postmarks.” *Trans. Post. Coll.* 69 No. 1 (November-December 2017).

“New Jersey’s Railway Post Offices” by Robert G. Rose discusses railway post office service in New Jersey and is illustrated with various New Jersey RPOs. *NJPH* 46 No. 1 (February 2018).

William Keller in “Dubuque & Omaha HPO: A Hyphenated HPO Anomaly, Part II” concludes his study of this HPO illustrating a cover from its last trip before it was replaced by the Dubuque & Des Moines HPO. *Trans. Post. Coll.* 69 No. 2 (February-April 2018).

“Use Your Brain – Use the Train” by Jim Felton focuses on a 1929 cover from Buffalo to Detroit, paying the airmail rate but carried by train. *Trans. Post. Coll.* 69 No. 2 (February-April 2018).

Jerome C. Jarnick provides historical background and a list of HPO routes/dates in “Michigan Highway Post Offices.” *Peninsular Phil.* 60 No. 1 (Spring 2018).

“New Hampshire Highway Post Office, 1959-1964” provides a brief history of the Littleton, NH & Concord NH HPO. *Granite Posts* 29 No. 2 (Spring 2017).

Kelvin Kindahl illustrates a number of covers carried by lake mail boat RPOs in “New Hampshire Lake Mail Boats.” These lake boat RPOs existed on Alton Bay & Merrymount, Asquam Lake, Lake Winnepesaukee, Wolfeboro & Alton Bay, and Wolfeboro & Merrymount. *Granite Posts* 30 No. 1 (Winter 2018).

Sea Mail

Peter Martin investigates a cover mailed to Salem, Mass. from the USS *Ticonderoga* in “An 1879 Ship’s Letter from the USS *Ticonderoga*.” *LaPosta* 49 No. 1 (First Quarter 2018).

“The Steamer *Baltic* and Brown Shipley Forwarding Agents” by Joseph J. Geraci details the rise and fall of the Brown Shipley Forwarding Agents in the US and England. *NJPH* 46 No. 1 (February 2018).

World War I

Jacob Alex Klerman focuses on undelivered mail to Germany in “World War I Suspension of Mail to Germany.” Klerman provides a census of covers carrying “Mail service suspended” markings. *US Spec.* 89 No. 2 (February 2018).

“Camp Gordon, Ga. WW1 Training Life – Postcards Tell the Story” by Steve Swain illustrates through postcards life and training activities of recruits during WWI. *Ga. Post Roads* 26 No. 2 (Spring 2018).

Patricia A. Kaufmann in “Thomas Hardy: Forebearer of Military Royalty” provides biographical information on Thomas Asbury Hardy and his son, General Arthur MacArthur, and his grandson, General Douglas MacArthur. *LaPosta* 49 No. I (First Quarter 2018).

World War II

John Paré presents a cover sent by a sailor from Manila to Ripon, Wisconsin at the onset of the war in “Francis Parfitt and the U.S.S. *Pillsbury*.” The cover was mailed on November 29, 1941, received first in Honolulu on December 4? and delivered in Ripon on December 9, 1941. *Badger Post. Hist.* 56 No. 4 (May 2017).

“UNC-Chapel Hill – A US Navy Pre-Flight Training School” by Tony L. Crumbley provides background information on this Navy training school, which was decommissioned in October, 1945. Crumbley illustrates covers sent from the school with both Chapel Hill and Chapel Hill N. Pre-Flight School cancels. *No. Caro. P. H.* 37 No. 2 (Spring 2018).

“Georgia on Covers” by Francis J. Crown, Jr. focuses on a WWII prisoner of war post card sent by a German POW to his girlfriend in Germany from Camp Gordon in Georgia. *Ga. Post Roads* 26 No. 2 (Spring 2018).

Lawrence B. Brennan (US Navy Retired) in “The Alaska-Class: US Navy’s Only Large Cruisers All Built in New Jersey” discusses this class of cruisers and supplements his article with various covers mailed from these ships. *NJPH* 46 No. 1 (February 2018).

Geographic Location

California

“Professor Jewett Castello Gilson and Gilson Planet 11006” by Jesse I Spector investigates the life of Gilson based on a cover addressed to him. Gilson worked to maintain the Chabot Observatory in Oakland, and in recognition had a minor planet named for him. *LaPosta* 49 No. I (First Quarter 2018).

Florida

The land development efforts of three brothers is the subject of Christine C. Sander’s “Philatelic View of Englewood, Florida.” Located on the intercoastal waterway, Englewood had a 2010 population of almost 15,000. Sander traces the history of this development and illustrates her article with postal history from the settlement. *Fla. Post. Hist. Jour.* 25 No. 1 (January 2018).

Thomas Lera and Deane R. Briggs focus on a small town on the Suwannee River in north Florida in their article, “History of the White Spring(s) Post Office.” Established in 1842, the authors trace the history of the post office and its operators. *Fla. Post. Hist. Jour.* 25 No. 1 (January 2018).

In “Jack. & Pilot Agent Marking,” Tom Lera argues that a cover listed as Jacksonport-Bald Knob AR, Mo. In the Route and Station Agent Catalog is actually Jacksonville & Pilot Knob, Agt. In Florida. Trans. Post. Coll. 69 No. 1 (November-December 2017).

Hawaii

Stephen Kochersperger explains the circumstances which created a Honolulu, Hawaii/Kwajalein, Marshall Islands cancel of October 32, 1964 in “32 Days Hath October.” The US Army added an extra day on Kwajalein in order to synchronize the atoll with the US calendar. LaPosta 49 No. I (First Quarter 2018).

Michigan

James E. Byrne analyzes the markings, route, and rate of a piece of transatlantic mail originating in Detroit and addressed to England in “From Stroh Brewery to England by Clipper, 1939.” Peninsular Phil. 59 No. 4 (Winter 2018).

“From Mackinac Island to Germany, 1936” by James E. Byrne investigates a cover both flown and carried by sea to Germany where it was opened and inspected. Peninsular Phil. 60 No. 1 (Spring 2018).

Eric A. Glohr provides historical background on a cover mailed from Monroe, Michigan to the state’s Auditor General in “A Business Letter from the Future Father-in-Law of George Armstrong Custer.” Peninsular Phil. 60 No. 1 (Spring 2018).

New Hampshire

Terence Hines and Kelvin Kindahl provide some modern postal history in “Blushing Rose Station, Nashua,” showing a certificate of mailing from the station located in the Blushing Rose Florist Shop. Granite Posts 29 No. 2 (Spring 2017).

Terence Hines in “Nashua – Featured Town of the Issue” provides the history of this post office, including postmasters from 1803 to date and their compensation from 1803-1911. Granite Posts 29 No. 2 (Spring 2017).

Terence Hines focuses on the history of the Berlin, New Hampshire post office in “Berlin – Featured Town of the Issue.” Included is a tabular list of postmasters, their compensation, and proceeds. Granite Posts 29 No. 3 (Summer 2017).

Laconia is Terence Hines focus in “Laconia – Featured Town of the Issue.” Originally called Gilford, the name was changed to Laconia in 1855. Hines provides a tabular list of postmasters, their compensation, and net proceeds when available. Granite Posts 29 No. 4 (Fall 2017).

Harold A. Effner looks at an aspect of modern postal history in “Postage Validation Imprints – A New Hampshire Perspective.” Effner explains the numeric code which identifies the validation imprint machine and operator. Granite Posts 30 No. 1 (Winter 2018).

This unattributed article, “The Post Offices of Lebanon, New Hampshire,” carries on Terence Hines’s project of listing postmasters, years of service, compensation, and net proceeds when available. Granite Posts 30 No. 1 (Winter 2018).

New Jersey

“Southard Free Franks: Signing for the War Department” by Jean Walton discusses a free frank by Samuel Southard during the time he served as the Secretary of the Navy, for the Ordnance Service/War Department. NJPH 46 No. 1 (February 2018).

Don Chafetz in “Foreign Mail to and from Morris County – Odds & Ends: A Mystery Cover” focuses on a single cover addressed to Morris Town, which was hand carried aboard ship from England and placed into the mail stream in New York. NJPH 46 No. 1 (February 2018).

Jean Walton in “Philatelic Shorts: A Dead Letter Office Cover to Roseville” reads the postal markings on a cover sent from Montreal, Canada to Roseville, New Jersey. NJPH 46 No. 1 (February 2018).

New York

“An American Letter Mail Company 1844 Folded Letter from NYC to Albany – A Scarce New Find” by Charles J. DiComo provides background on a letter carried by the American Letter Mail Company, an independent mail company that operated in the 1840s. *Excelsior! Jour. of the Emp. State Post. Hist. Soc.* Whole No. 27 New Series (March 2018).

Larry LaLiberte in “Iona Island its Name, Geography, History and Post Offices” provides a history of the island located on the Hudson River opposite Peekskill, New York. *Excelsior! Jour. of the Emp. State Post. Hist. Soc.* Whole No. 27 New Series (March 2018).

North Carolina

George Slaton traces the development and explains the importance of Huntsville, North Carolina in “Huntsville Gateway to the Southern Piedmont.” The Shallow Ford of the Yadkin River was significant both before and after the Revolutionary War. Slaton illustrates his article with a large number of nineteenth century covers cancelled in Huntsville. *No. Caro. P. H.* 37 No. 1 (Winter 2018).

Tony Crumbley illustrates a number of red cancels applied at Dunn’s Rock, North Carolina in “Dunn’s Rock, NC Post Office 1855-1877.” Located in western North Carolina, Dunn’s Rock is one of only seventeen communities which used red cancels during the Civil War. *No. Caro. P. H.* 37 No. 1 (Winter 2018).

Pennsylvania

Larry Rausch presents his research on Pennsylvanian Wheel of Fortune cancels in “Pennsylvania Wheel of Fortune Cancellation.” Included is a list of Pennsylvania towns using the Wheel of Fortune cancel and dates of usage. *Pa. Post. Hist.* 46 No. 1 (February 2018).

The sixth article in his series on Philadelphia hotel markings, Gus Spector presents background on the Mansion House in “The Mansion House and Its Hotel Handstamp.” *Pa. Post. Hist.* 46 No. 1 (February 2018).

“Sewickley, Pa., and Other Post Offices that Surrounded and Served our Neighborhood: 1803-1930” by Daniel M. Telep provides background on Sewickley, a community outside Pittsburgh significant for its large number of summer homes. Several post offices have served the community including Sewickley Bottom, Sewickleyville, Glenfield, Leetsdale, Shields, and Edgeworth Station and others. *Pa. Post. Hist.* 46 No. 1 (February 2018).

Steve Swain provides an answer to the question of the National Air Mail Week cover from Johnstown, Pennsylvania in “Mystery Solved: A Morbid 1938 National Air Mail Week Cachet.” Pa. Post. Hist. 46 No. 1 (February 2018).

Tom Mazza’s “3rd Update on Pennsylvania Manuscript Markings, Part I” provides a list of such markings from Adams and Allegheny County. Pa. Post. Hist. 46 No. 1 (February 2018).

Vermont

Bill Lizotte returns to the stampless period in “Stampless Handstamped Covers (1792-1830) Part III.” Vermont covers from St. Albans, Saint Johnsbury, Saint Johnsbury Plain, Sharon, South Woodstock, Springfield, Stowe, Strafford, Swanton, Thetford, Vergennes, Wallingford, Waterford and others are featured in this installment. Vermont Phil. 62 No. 4 (November 2017).

“Annual DPO Sampler Chittenden County” by Bill Lizotte focuses on seven covers from a corner of Vermont, indicating the active post office dates. Vermont Phil. 62 No. 4 (November 2017).

Glenn Estus in “St. Johnsbury, Station No. 1” presents a cover from the Vermont town’s sub-station located at the corner of Railroad Street and East Avenue. Vermont Phil. 63 No. 1 (February 2018).

Bill Lizotte’s “The Post Horn” looks at a variety of Vermont covers including one from a ladies’ seminary, The Hampton Institution of Fairfax, Vermont and an earlier than previously reported cover from Milton, Vermont dated 1813. Vermont Phil. 63 No. 1 (February 2018).

Glenn Estus has compiled the sixth installment of “Vermont Slogan Machine Cancels.” Vermont Phil. 63 No. 1 (February 2018).

Washington, DC

Wayne Anmuth’s “Is it Postal History or a Philatelic Extravagance” looks at an in-period use of the \$5 Moore definitive sent from the Senate office of George McGovern to the Senior Vice President of LaRoche, McCaffrey & McCall. LaPosta 49 No. I (First Quarter 2018).

Wisconsin

Larry Rausch provides background and includes a census of Wisconsin covers in his “Wisconsin Wheel of Fortune Cancellations.” Badger Post. Hist. 56 No. 4 (May 2017).

Mail delivery to Washington Island in Door County is the subject of Cheryl R. Ganz’s “Mail Carried Aboard the Steamer *Alpena*.” Badger Post. Hist. 56 No. 4 (May 2017).

James E. Byrne provides background on the use of precancels in “Walworth, Wisconsin, Prexie Precancels on Cover.” Badger Post. Hist. 56 No. 4 (May 2017).

Terry Kurzinski unravels the complicated contents of a cover that travelled outside the mails to a Wisconsin milk farmer in “New Find: Prexie Used ‘Out of the Mails,’” the 2-cent Prexie paying the ‘out-of-the-mails’ delivery rate. U.S. Spec. 89 No. 3 (March 2018).

Journal Abbreviations

Badger Post. Hist. = *Badger Postal History*, Ken Grant, E11960 Kessler Rd., Baraboo WI53913.

Excelsior! = *Excelsior! Journal of the Empire State Postal History Society*, George McGowen, PO Box 482, East Schodack NY 12063.

Fla. Post. Hist. Jour. = *Florida Postal History Journal*, Deane R. Briggs, 2000 N. Lake Eloise Dr., Winter Haven, FL 33884.

Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, PO Box 427, Marstons Mills MA 02648.

Granite Posts = *Granite Posts*, publication of the New Hampshire Postal History Society, edited by Terence Hines, Box 629, Chappaqua, NY 10515-0629, terencehines@aol.com.

Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, PO Box 1375, Dubuque IA 52004.

Ill. Post. Hist. = *Illinois Postal Historian*, 951 Rose Court, Santa Clara CA 95051.

La Posta = *La Posta: A Journal of American Postal History*, PO Box 6074, Fredericksburg VA 22403.

No. Caro. P.H. = *North Carolina Postal Historian*, PO Box 681447, Charlotte NC 28216.

NJPH = *NJPH The Journal of New Jersey Postal History Society*, 18 Balbrook Dr., Mendham NJ 07945.

Oh. Post. Hist. J. = *Ohio Postal History Journal*, 568 Illinois Ct., Westerville OH 43081.

Okla. Phil. = *The Oklahoma Philatelist*, 4005 Driftwood Circle, Yukon OK 73099.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, 382 Tall Meadow Ln., Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, 244 Breckenridge West, Ferndale MI 48220.

Prexie Era = *The Prexie Era*, 7554 Brooklyn Av, NE, Seattle WA 98115-1302.

Tenn. Posts = *Tennessee Posts*, PO Box 871, Shelton WA 98594.

Tex. Post. Hist. Soc. = *Texas Postal History Society Journal*, 1013 Springbrook Dr., DeSoto TX 75115.

Trans. Post. Coll. = *Transit Postmark Collector*, Douglas N. Clark, PO Box 427, Marstons Mills MA 02648.

US Spec. = *The United States Specialist*, 951 Rose Court, Santa Clara CA 95051.

Vermont Phil. = *The Vermont Philatelist*, PO Box 451, Westport NY 12993-0147.



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Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society.

The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

Obituary for Michael Ernest Mead

Mike Mead, a member of our Board of Directors, died earlier this Spring at the age of 67, and the world of postal history will greatly feel his loss. Mike was an expert philatelist, having begun in 1973 working for H. E. Harris of Boston in lieu of pursuing a law degree. For a decade he was a traveling buyer, appraiser, and manager of collectibles for the company and, when they folded, he went into business for himself as Britannia Enterprises. He was an extremely active dealer, participating in shows around the country, and taking on leadership roles and 'cheerleading' for expanding stamp collecting into postal history and ephemera. For over 30 years he chaired The Philatelic

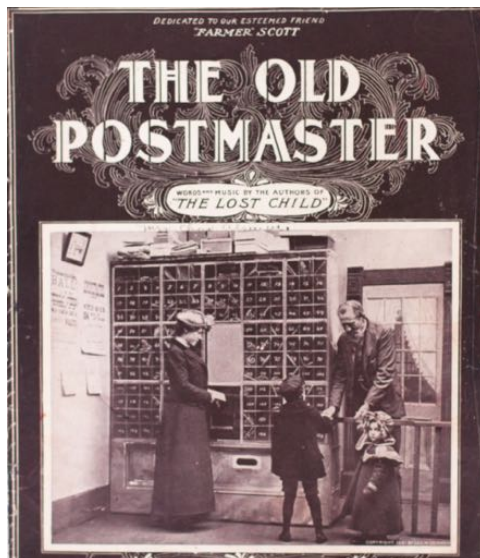


Show in Boxborough and he was on the committee to organize the Boston 2026 World Stamp Show. Mike was such a personable and generous man, whose positive attitude saw him through many personal tragedies. He was a sterling colleague.

Philately in Sheet Music by Joseph Carson was sent to us by Larry Zimmerman to share with the membership. Reprinted from the Fourteenth American Philatelic Congress Book in November 1948, the 16 page booklet essays the history of postal themes in sheet music from 1815 (The Love Letter by Mr. Braham, published in Philadelphia with an illustration of a fanciful ship cover that Carson compares visually to 3 real letters) to 1944 (Just a /Little Penny Post Card by Charles O'Flynn, published in New York with an illustration of a postal card in 2 shades of blue). Included is a check list of 46 titles and illustrations of 5 of the music sheets, including (alas, in black and white) The American Stamp Polka of 1863 and The Stamp Galop of 1864 with fine chromolithographs of stamps on the covers. The list is acknowledged to be incomplete, but

is still useful to collectors. Carson ventures into the history of statutes preventing illustration of U.S. stamps “with intent to defraud” and observes that, for the most part, illustrations of stamps on sheet music were deliberately not of official designs. Carson was a stamp collector of Philadelphia locals, and a member of the Collectors Club of New York. The Old Postmaster, a ballad by Edward B. Marks & Jos. W. Stern, and published in 1900 by Stern in New York, appeared in either blue or brown. Carson

observes that the song is quite sad: “The New England town committee has urged the bearded gentleman to resign but he wants to stay for he’s Waiting for a letter from a son who ran away. I’m still your old postmaster let me stay here while I may. Can you not picture the rock-bound jaws of all that committee and the answer that they probably gave him? The interest of course lies in the rather posy photograph of the post office of a type that still may be seen in many a country town. The writer is very familiar with a tiny one in a reformed and disinfected chicken house.”



Telephone interview with Mark Frankl, age 102, retired postal worker

When President Roosevelt decided there should be another sitting for examinations for the Civil Service in 1938, Mark Frankl had already secured a place (with the help of a family friend in the Democratic Party in the Bronx) as a substitute clerk/carrier under foreman Bill Newbeck at the Times Square Post Office on 38th Street between 7th and 8th Avenues (\$12 to \$16 a week). As a substitute he was given routes covering poor neighborhoods on holidays so that posties with seniority could get the best tips.

Mark’s results from the Civil Service test were good enough for him to be hired full time (\$40 a week) and he was moved to the Grand Central Post Office at 45th and Madison to work under foreman Winters. He delivered to Routes 10 and 11 where on foot he toted a small leather bag weighing 10 to 15 pounds while larger canvas bags weighing 30 to 35 pounds were delivered to each building’s lobby by truck. From the 1st to the 10th of the month, his bag would be heavy with bills. He remembers that the post office had false ceilings so the inspectors could do surveillance, and someone (nicknamed ***ouse Levy) timed bathroom breaks - even evicting someone if a break was too long. As a sorter Mark was often on the midnight to 6 am shift - facing 36 pigeon holes for the different areas of Manhattan and competing to see how much before

6 they could “skin out.” The break room was called the “swing room,” and they also would go across the street to the Pickford Cafeteria for food and bring it back. One night he was too tired to return to the Bronx and stayed in a tiny room at the Mill Hotel for 75 cents. Bed bugs drove him back to the swing room where he napped on a narrow bench.

At the Grand Central Post Office he met Nora, wearing a smock and sitting on a “leaning” chair that allowed for better posture for sorting mail. They courted and, when they married, postal regulations required they work in separate offices. She had been hired before him, and had scored higher on the Civil Service exam, but Grand Central was loath to let go of Mark who was a star on their softball team (they played in Central Park), so Nora moved uptown.

When the U.S. entered World War II, Mark joined the Postal Battalion in France - the 17th Base Post Office - where, armed with his 3 years of High School French, he served as an interpreter and helped billet troops. He remembers being billeted in tents during their march from the Normandy landings - with the different beaches on the Carentan peninsula earmarked for different country’s troops - to Cherbourg. The GIs would carefully knock their mess tins against the side of metal garbage cans to consolidate the leftovers for the locals who were so hungry. The PTT of France had hidden in North Africa, and Mark was present in Limoges at a ceremony when the employees returned after France was liberated in August 1944 - to honor the massacre by the Germans of all the inhabitants of the nearby village of Oradour-sur-Glane.

Mark left France soon after, refusing an officer’s position so he could see his son for the first time. His son Neil says one of his best memories of visiting New York City with his Dad is how thoroughly he knows the location of every street and every building downtown.



Mark N. Frankl today, and the bronze plaque bearing his name placed in the public lobby of the New York, N.Y. General Post Office in honor of the employees who served with the armed forces in World War II. [Page 374, Albert Goldman, The New York, N.Y. Post Office during the War Years 1941-1945, New York 1949.]

The Postal History Symposium of May 3 sponsored by the Spellman Museum and chaired by our president, Yamil Kouri, brought together four collectors/exhibitors/researchers expert in the history of Air Mail

Scott Trepel and Santiago Cruz explored the earliest air mail arrangements in their respective countries: the United States and Colombia. Murrau Abramson focused on the same early period of the second decade of the 20th century, but with U.S. access to foreign destinations facilitated by European air services. Then David Crotty skipped ahead to world War II and the arrangements made to connect the Americas by air to supply the arenas of the war.

Scott's passion for C-3a is well known in the hobby - and his interest extends to the Curtiss "Jenny" JN-4H(M) and its place in pioneer air mail. Scott believes that the 20-cent Parcel Post stamp was designed in 1912 to promote the idea of government air mail service (the image purports to be "aeroplane carrying mail" but is a doctored view of an airplane at rest). He outlined how the role of aircraft in World War I led to Postmaster General Albert S. Burleson setting an airmail rate in effect May 10, 1918, and he fully described the first pilots and the first air mail route: a relay from Belmont Race Track in New York to Bustleton Field in Philadelphia to the Potomac Park Polo Field in D.C. - flown with various mishaps on May 15. By searching the pay records of the Bureau of Engraving and Printing, Scott discovered that a different engraver must have added the serial numbers on the Jenny - after it was known which planes were to take part in the relay. Scott was responsible for arranging for an actual Jenny to be displayed at the Javits Center for World Stamp Show 2016, and ended his presentation with a short, dramatic video he took while visiting the Rhinebeck aerodrome. He accompanied a camera crew in a training plane to record a Jenny in flight - as if it had slipped the bounds of the engraving.

Santiago had just won the Grand Award at Westpex for his exhibit of SCADTA and the first air mail service within Colombia. He introduced us to the difficult geography of his large country - the only one in South America to have both Atlantic and Pacific coast. Two mountain ranges separate the coasts from the vast interior, with the Magdalena River running in a valley between them. The river formed the major thoroughfare from the port of Baranquilla 800 miles towards the capital city of Bogota, in the mountains at 8,360 feet. Mail went by steamship to El Dorado, a port on the river, and then by railroad to the city in the mountains. SCADTA, the company was formed by two Germans and five Colombians in December 1919. They would fly Junker airplanes, with pontoons, along the Magdalena River, a route surveyed in 1920. The first regular flight was September 26, 1921 - but because the plane couldn't achieve Bogota's altitude, the railway completed delivery until 1922. Santiago has deeply studied all the variants and use of the SCADTA stamps - including forgeries of which there are many, surcharged varieties, and bisects. Catalogued as consular stamps, the postmaster signed SCADTA stamps to use on mail originating in the United States and desiring air mail in Colombia.

These arrangements in the pioneer period for one country to ensure air mail service in another has fascinated Murray - as with his professional specialty of infectious dis-

eases, they form networks of human connection. The SCADTA adhesives make the connections with Colombia fairly straightforward. But not until the UPU standardized accounting procedures for air mail was that the case with other countries - the UPU only recognized air mail as a possibility in 1920. Murray reported on finds in the postal archives of Great Britain that shed light on an agreement with the United States Post Office Department in 1922 to facilitate air mail between Cairo and Baghdad. And then in January 1922 an agreement between Great Britain and France showed that compensation would be kilogram based rather than per piece; another agreement of June 26, 1925 allowed for a British exchange office at New York. Murray illustrated 1925 transit forms, that were permitted but not yet standardized by the UPU, and discovered that there were monthly statements, billed quarterly. Murray showed letters with mixed frankings on mail where air service was requested - common to situations where there was no agreement between the countries. A 1927 Special Convention at The Hague established relatively universal regulations for air mail, adopted in London in 1928.

David has spent many hours in the Pan American Airways archives at the University of Miami, and focused his talk on the routes that PAA ran during World War II that skirted the Mediterranean by flying over Africa - Clipper route 6, FAM 22, and including one to Leopoldville that had a complicated history. From Miami, planes would fly south to Natal, the easternmost port in Brazil, shortening the Atlantic crossing to Fisherman's Lake in Liberia to Lagos and onward to India. The first flight in 1941 carried filters for American airplane engines as the Egyptian sand was so destructive. The Flying Boat shuttle was augmented on both sides of the Atlantic with land planes until 1943 when Douglas C54 planes could fly more directly from Miami to Africa and on to India - three and a half days to Calcutta. There were seven takeoffs daily each way. All told, PAA air ferry service delivered 105,000 aircraft during the war; and from February 1943 to December 1944 PAA carried seven million pounds of mail. David showed tables from PAA accounting that reveal the weight of mail, cargo, and passengers, both in and out, at each stop. The first trip en route through Leopoldville of September 21, 1944 had to skip Lagos because the British had given no permission; the last flight of January 8, 1945 crashed killing most of the passengers and stranding about 500 people in Leopoldville. After war's end, June 25, 1946, U.S. Army General Kuter formally thanked PAA at a ceremony at the air base at La Guardia in New York.



President's Message by Yamil Kouri

I am delighted to announce three new members to our Board of Directors. Juan Farah collects, exhibits and writes about Cuban postal history during the American administration, as well as the perforated British penny reds. Robert Faux mainly exhibits and studies postal history of the United States 24-cent stamp. And Steve Swain who specializes in the postal history of Georgia.

The PHS board meeting during Stampshow in Columbus will take place on Saturday, August 11, at 10:30 AM in room B230 to be followed by the annual general meeting and seminar by Larry Haber (D-Day ... change to decimal system in the UK) at 11:30 AM in room B235. The 11:30 meeting is open to the public.

COVER ILLUSTRATION. Portion of *Map of the United States, Exhibiting the Post-Roads, the situations, connections & distances of the Post-Offices, State Roads, Counties Ports of Entry and Delivery for Foreign Vessels, and the Principal Rivers.* By Abraham Bradley jun. Engraved by W. Harrison Jun. 1796. [Library of Congress]. Tennessee has one post road crossing the river to serve Nashville from the north, and another serving Knoxville from the east. But what would become Mississippi, and most of Georgia, is still Indian land without postal service. This first postal route map for the United States is considered one of the first comprehensive maps of the country as it existed, and “represented the first clear cartographic break in European-dominated map making and introduced a new, more distinctly American style of cartography ...” (Walter W. Ristow 1985) The map included an innovative table that showed the 6-days a week scheduling of the mails on the main post route from Maine to Georgia. In addition to providing the changes summer to winter, it reveals which segments of this line were run day and night (see the enlarged insert - there was a daily mail between New York and Philadelphia, that ran overnight, and on Tuesday into Wednesday was carried by stagecoach, shown with a double line.) Bradley, who lived 1767 to 1838) was Assistant Postmaster General from 1793 to 1829, with his brother Phineas Bradley eventually managing an office of 30 postal clerks.

15	NEW YORK	N. J.	Arrive Leave	noon						noon	noon
9	Newark			1 a.	1 a.	1 a.	1 a.	1 a.	1 a.		
6	Elizabethtown										
6	Bridgetown										
4	Woodbridge										
10	New Brunswick										
18	Princeton										
12	Trenton										
1	Morrisville	P.									
9	Bristol										
20	PHILADELPHIA		Arrive Leave	7 f.	7 f.	7 f.	7 f.	7 f.	7 f.	7 f.	7 f.
				11 f.		11 f.		11 f.		11 f.	